D12-134

PATENT OFFICE
SEP 16 1959
DIVISIONS 81 & 82

AU 291

MILLER

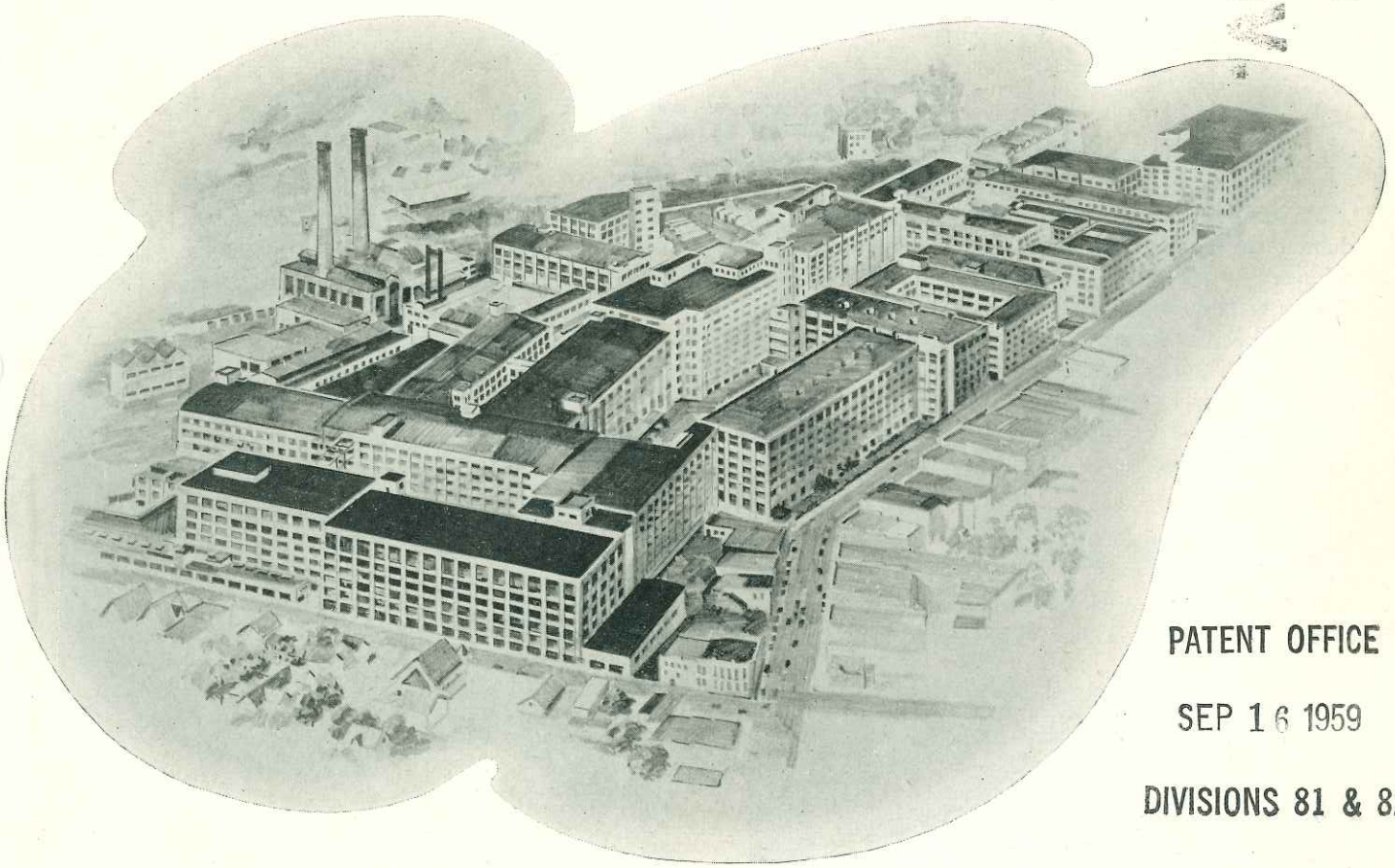
PRODUCT and PRICE HANDBOOK

RETURN TO DESIGN DIV.

MILLER

Craftsmanship In Rubber
SINCE 1894

RETURN TO
DESIGN DEPT.



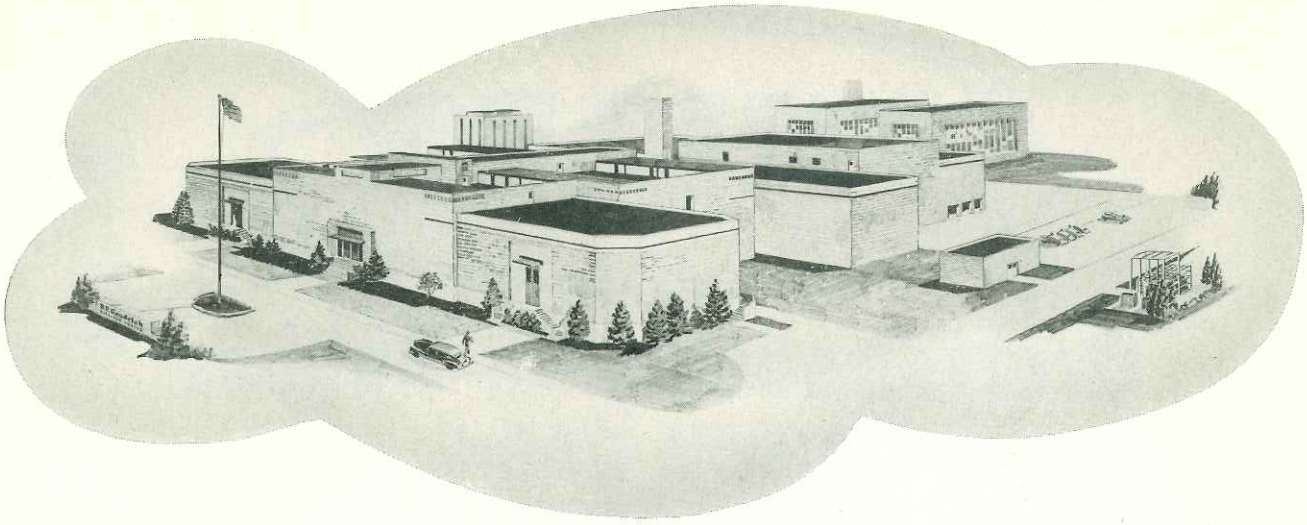
PATENT OFFICE
SEP 16 1959
DIVISIONS 81 & 82

Miller has been in the rubber picture since 1894 when it was founded in Akron, Ohio, to manufacture druggists' sundries. One of the early pioneers in new rubber products, Miller was the first company to make seamless surgical rubber gloves.

The company expanded its manufacturing facilities in 1906 to include tires and tubes as well as drug sundries, mechanical goods and footwear. By 1910, Miller was a formidable rival to the major tire companies. Between 1910 and 1920, Miller also became the leader in the rubber sponge field.

In the early 20's Miller research scientists discovered new methods of curing rubber so that different samples of raw rubber would yield finished products of uniformly high standard. With this advantage Miller extended its markets through lower prices on top quality products.

In 1930, the entire assets of Miller were acquired by The B. F. Goodrich Company. The union fused outstanding production knowledge with large production facilities, and today Miller brings the finest quality tires and tubes to motorists, truckers and farmers.

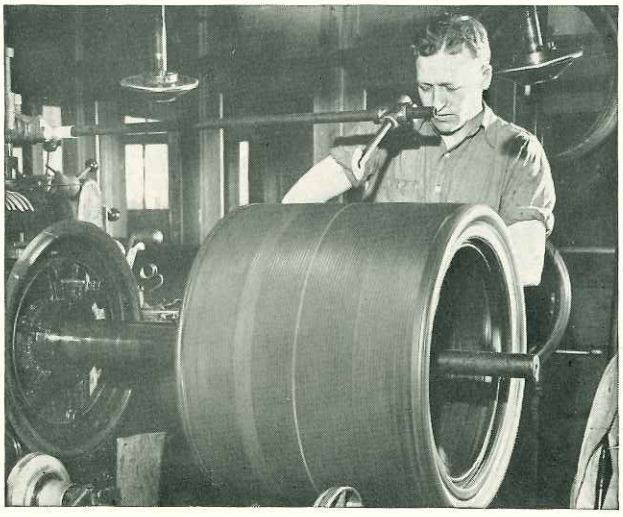


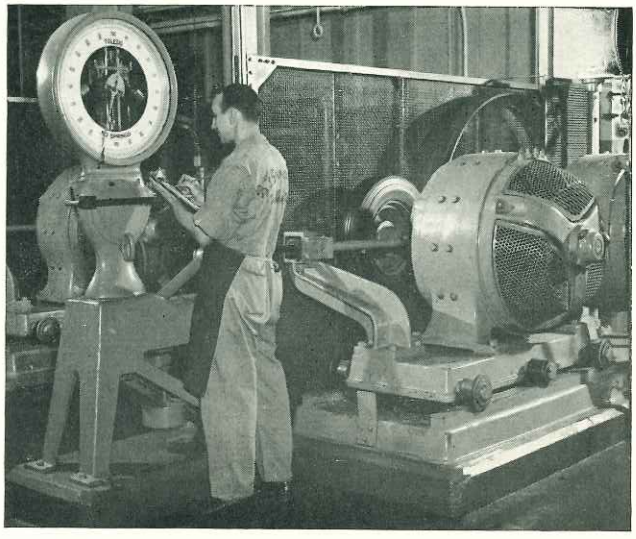
Research

Miller benefits from the constant research conducted in the world's most complete workshop of science — the new multi-million dollar Research Center at Brecksville, Ohio. Here, far removed from city smoke and vibration, scientists speed development of better products. In addition, factory laboratories and test fleets conduct endless research on new designs, materials and constructions to produce even finer tires and tubes.

Manufacturing Skill

All the facilities and manufacturing knowledge acquired through years of experience enable Miller to build high quality products. The skill of highly trained workmen combined with constant improvements in products and manufacturing technique keeps Miller a leader in the rubber industry.





Quality Material

Only the finest materials go into Miller tires and tubes. Raw materials are constantly tested in laboratories — only the best is used in production. To make doubly sure, every tire and tube is inspected by trained personnel. Motorists, truckers. farmers buy Miller tires with assurance.

PRINTED IN U.S.A.

STOCK NO. 8-8522-MT

Now

MILLER

brings you

Strato Ring Styling

AND THE

FINEST PREMIUM

TUBELESS SAFETY

THE BEST ALL 'ROUND COMBINATION
OF SAFETY FEATURES plus STRATO-RING STYLING
IN THE NEW

NYLON *Safety-Guard* IMPERIAL

ALL-NYLON PUNCTURE-SEALING TUBELESS OFFERS
BEST ALL 'ROUND SAFETY, MILEAGE, STYLING

MILLER

Safety-Guard **IMPERIAL**

NYLON
Puncture-Sealing
TUBELESS

Now! A puncture-sealing tubeless tire that gives you the best combination of tire safety features. Rugged Heat-Treated Nylon cord provides almost double bruise resistance. Exclusive Safety-Guard Sealant seals punctures permanently as you ride. Patented Blowout Shield eliminates bruise blowouts. Thousands of new Stop-Notches combat hazardous skids.

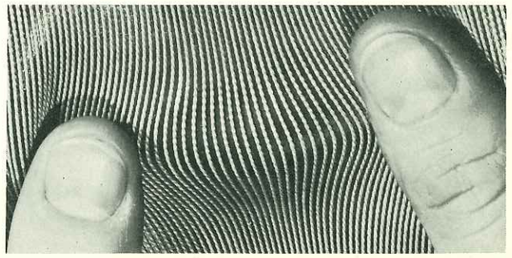
HEAT-TREATED NYLON DOUBLES BRUISE RESISTANCE

The most common cause of blowouts or premature tire failure is an internal break in the cord body, started by the impact of hitting rocks, chuck holes or other obstacles. Now an exclusive heat-treating process conducted under rigid temperature controls, gives Miller Nylon cord even greater strength and provides longer flex life. The bruise resistance is almost double of that of a regular rayon tire.

Tests of Nylon cord taken from leading makes of tires prove that Miller Heat-Treated Nylon cord has greater tensile strength. Stretching in service is reduced to a minimum. Resistance to impact bruises is virtually doubled as compared with ordinary rayon tires.

Heat-Treated Nylon tires build up less heat at sustained high speeds common to turnpike driving. Greater ability to withstand the continuous flexing action that takes place every time the tire revolves also enables heat-treated nylon cord bodies to easily outlast the original tread and be recapped.

The cord body is built with Free-Flex Construction. All cords float free in live rubber — free to work together as the tire flexes. There are no shackling cross threads; no slacker cords; no overworked cords. The cord body is stronger; cords last longer. Also with all cords working together the tire flexes evenly, rides smoother.

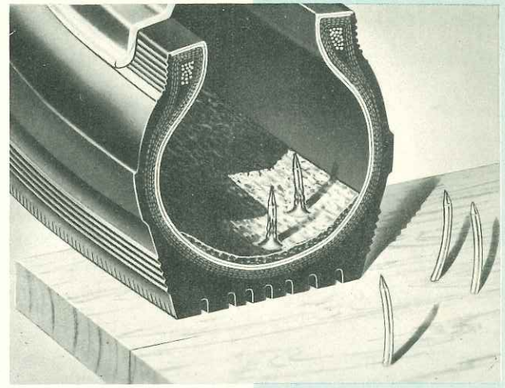


SEALS PUNCTURES

The Safety-Guard Sealant is a layer of special gummy rubber under the tread area that protects against the No. 1 cause of driving delays—flat tires due to punctures. When an object penetrates the tread, this gummy compound surrounds it firmly, sealing it off, preventing loss of air. Actually seals punctures as the tire rolls.

When the puncturing object is removed, a small amount of this pliable sealant compound is drawn into the hole in the tire carcass sealing the hole instantly and permanently.

This gummy compound is bonded to the tire body and will not "flow" in hot weather to unbalance the tire and wheel.



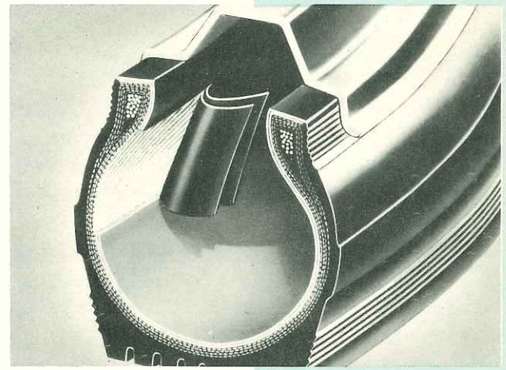
ENDS BRUISE BLOWOUTS

A double layer of butyl rubber—the patented Blowout Shield—extends over the entire inside of the tire from bead to bead and is permanently bonded to the cord body. This double liner serves two purposes: it protects against bruise blowouts, and serves as a superior air container.

In tires a bruise or cord break grows as the tire flexes. Ultimately, in tube-type tires, this damage area becomes too weak to withstand pressure in the tube and the tube ruptures suddenly through the weakened casing. The car may be thrown out of control.

With the Safety-Guard Imperial Nylon tire, however, if any blow would be sharp enough to cause a cord break, a small pinhole is eventually opened in the Blowout Shield and air escapes s-l-o-w-l-y as the tire rolls and flexes. Driver can easily bring the car to a safe, controlled stop.

The Safety-Guard Blowout Shield is also an exceptional air container. It has a much lower diffusion rate and therefore holds air far better than natural rubber, so tires stay properly inflated longer.

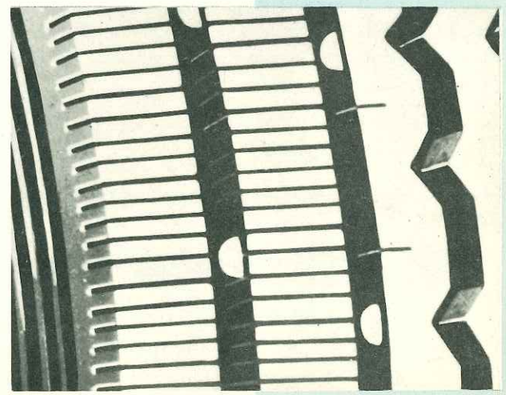


NEW TREAD FIGHTS SKIDS

Safety-Guard's wide level tread is especially designed and tested to protect against skidding on rain-slick streets and roads. Thousands of flexible Stop-Notches are engineered into the four outer ribs of the tread. These extra edges dig through road film when brakes are applied or when you step on the accelerator to provide quick, sure stops or smooth, even getaways. Four notched Stop-Skid center bars clear away slick road film for additional skid protection.

New Stop-Notches also reduce scuffing action of the four outer ribs of the massive tread and thereby give greater mileage.

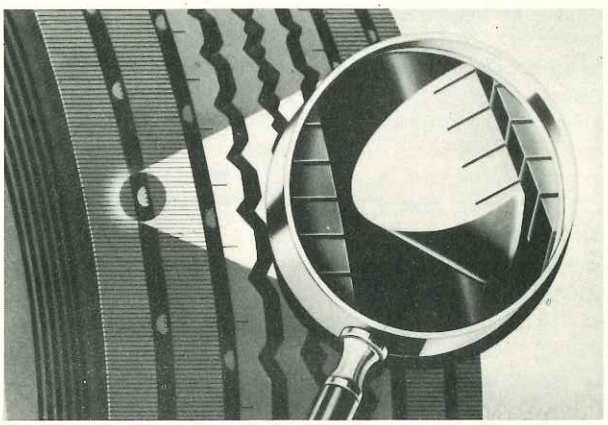
A superior method of blending Micro-fine carbon black in the compounding of the rubber of this outstanding new tread greatly increases its wear resistance. This highly exacting process gives a more uniform dispersion of the carbon black throughout the tread rubber causing it to be more resistant to cracking and abrasion. This adds thousands of miles to the tire.



HUSHED RIDING COMFORT

Non-Squeal Buttons have been molded into the grooves of the Safety-Guard Imperial to hush squeals on sharp turns and corners. Tire screech and howl are caused by the tread bars being compressed on a turn and then flipping back into normal position. In cases of sharp turns, the buttons are pressed against the adjoining tread bar and prevent excessive bending and slipping. These buttons also help keep the tread bars stable, increasing mileage, reducing noise.

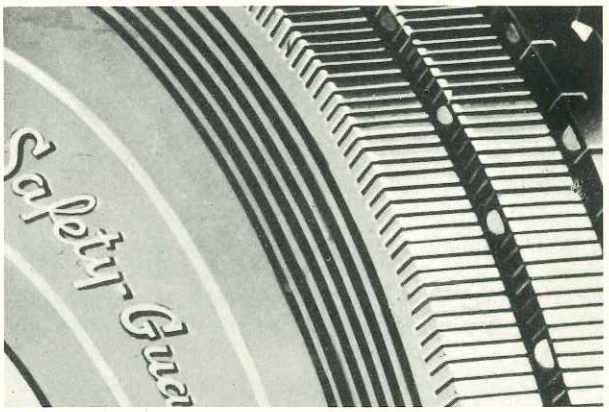
Distracting road hum in tires is caused by regularly spaced and angled tread bars. In order to break up and smother road hum, the Stop-Skid center bars of the Safety-Guard Imperial are scientifically sized and spaced in varying lengths. The result of the "variable pitch" design is a much quieter running tire.



STRATO-RING STYLING

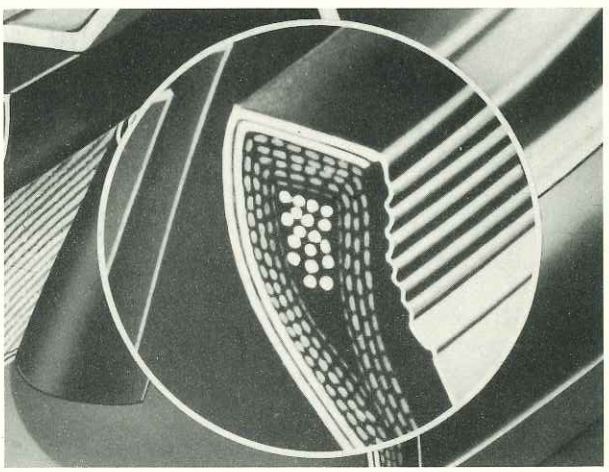
The sleek shoulder beauty of the Safety-Guard Imperial is highlighted with circumferential Strato-Rings. This ultra modern shoulder styling adds beauty to the tire and harmonizes with modern automobile styling.

White sidewalls are protected from abrasions and scuff marks by a thick, rugged curb strip. Gleaming white surface is free of brand marks and is easier to clean and keep clean.



RIM SEAL RIDGES

Safety-Guard Rim Seals are a series of patented ridges molded onto the outside of the beads. When the tire is inflated, these ridges press against the rim, acting as a series of dams to stop any loss of air around the rim. In combination with the Blowout Shield they keep air inside the tire without the use of a tube.



8-8555-MT LITHO. IN U.S.A. K-160

LIFETIME GUARANTEE

MILLER *Safety-Guard* IMPERIAL NYLON

Miller Safety-Guard Imperial carries the manufacturer's life-time guarantee against defective workmanship and, materials.

Advanced design... Improved high-speed stability

add Beauty, Safety to Nylon Tubeless Protection!

Completely NEW!

MILLER

Safety IMPERIAL

NYLON TUBELESS

AVAILABLE IN 14" AND 15" DESIGN

The Advanced Design Miller Safety Imperial Nylon tubeless tire has been engineered inside and out for greater strength and command performance on today's highways. Improved high-speed driving stability has been added to the perfected tubeless safety of this distinguished new tire.

NEW ADVANCED DESIGN STYLING

Stylized Strato-Stars superimposed on zippy speedline knurlings give jet-age beauty to the ultra modern shoulder design. Even while on display in your salesroom, the profile of the Miller Safety Imperial with the streamlined tread and swept out sidewalls gives a fully inflated appearance to this dramatic new tire. Relocation of all lettering to above the curb strip leaves both sidewalls sleek and smooth, imparting a final touch of elegance to the new Miller Safety Imperial.

NEW SAFER ADVANCED DESIGN TREAD

The streamlined, Advanced Design tread of the new Miller Safety Imperial has hundreds of reinforced interlocking "V" Blocks forming continuous running zigzag ribs. These "V" Blocks give the tread the flexibility and traction-action of a series of narrow ribs but the extra mileage and stability of a wide rib tread. This increased flexibility permits the tread footprint to hug and cling to the road. As the tire rolls, the tread flexes to conform with the irregularities of the road surface, allowing all the "V" Blocks and zigzag center riding bar in the footprint area to maintain constant contact with the road.

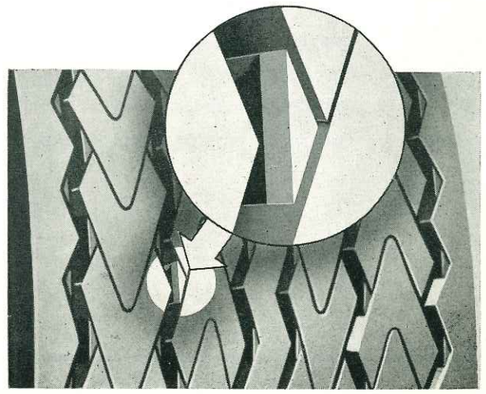
When brakes are applied, "V" Blocks provide hundreds of additional wiping edges for stop-on-a-dime traction. These extra wiping edges also provide smooth, fast get-aways when accelerating. All ribs combat hazardous sideslipping and skidding. With a more compact tread, the tire steers easier and has greater road-holding ability under high-speed driving conditions.

NEW LONGER MILEAGE

The deep, compact tread, continuous ribs, level contour and high stability, assure long mileage and even wear. In addition, a superior method of blending Micro-Fine carbon black into the tread rubber greatly increases its wear resistance. This highly exacting process gives a more uniform dispersion of carbon black throughout the tread rubber causing it to be more resistant to cracking and abrasion. Many miles are added to tire life.

NEW NOISE-FREE PERFORMANCE

The tread ribs have built-in stabilizers or No-Squeal Bumpers that keep the tread ribs from being pressed together on sharp turns and high-speed curves. No-Squeal Bumpers press against the adjoining ribs in fast cornering and prevent excessive bending and slipping, thus reducing tire screech and squeal. The tread pattern of interlocking "V" Blocks and zigzag center riding bar designed in varying lengths and angles breaks up the rhythmic vibrations when the tire is rolling. Annoying road hum is smothered. A smooth, silent ride results.

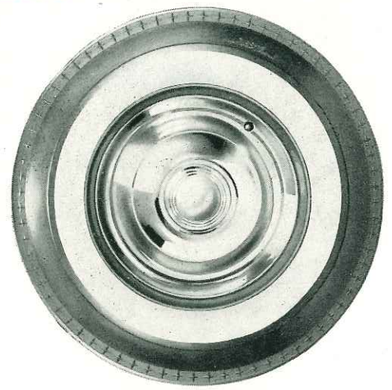


NEW ANTI-CHECK COMPOUND COMBATS WEATHER CHECKING

In different sections of the country during various seasons of the year, concentrations of sunlight and ozone tend to deteriorate tires so much as to cause sidewalls and grooves to check and crack. Often this damage is so severe that tire life is shortened.

Anti-check, a revolutionary chemical compound developed through continuous research, is now blended into the tread and sidewall rubber used in manufacturing the new Miller Safety Imperial. This unique chemical compound counteracts the harmful effects of ozone and sunlight. Tires last longer and give increased mileage.

NEW LO-LINE, SCUFF-FREE WHITEWALL

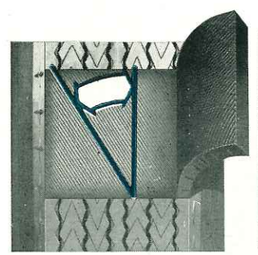


To accentuate the low, sleek lines of modern cars, Lo-Line whitewall styling has been incorporated into the Advanced Design Miller Safety Imperial. The sporty, narrower whitewall gives the tire the overall appearance of being lower in height. Functionally, the scuff-free whitewall is located lower on the sidewall. This places the curb strip at the widest section of the sidewall contour, thus protecting the gleaming whitewall against curb scuff and abrasions. Free of branding, the Lo-Line whitewall is easy to clean and keep clean.

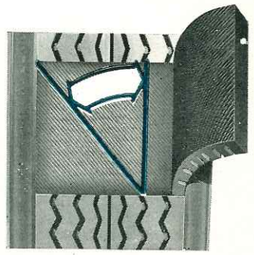
NEW HI-STABILITY CORD CONSTRUCTION INCREASES HIGH-SPEED DRIVING SAFETY

Continuous development work by Miller Rubber Company has made available a stronger, tougher tire carcass with better stress distribution than ever before.

The nylon cord body of the Advanced Design Miller Safety Imperial has been engineered for the extra high stability necessary for good steering response and increased high-speed performance. Part of this



New Hi-Stability Cord Construction



Regular Cord Construction

improvement is due to an advanced technique of aligning the cords. In the new Miller tire, the nylon cords are built into the plies to run more circumferentially around the tire. This Hi-Stability cord construction provides a more stable tire reduces sideroll and makes the tire easier to steer and control. The sturdier cord body also minimizes tread scuff and wear under turnpike driving conditions. The modern shoulder design eliminates sidewall "hinge" action when the tire is rolling and flexing. Sidewall fatigue is reduced. Pillow-soft riding comfort with increased safety is the result.

SINEWY HEAT-TREATED NYLON CORD BODY DOUBLES BRUISE-BLOWOUT PROTECTION

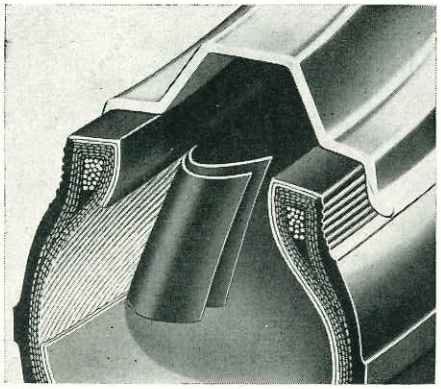
Sustained high speeds, common to turnpike driving, build up blistering heat in tires that can weaken or permanently damage ordinary tire cord. Through an exclusive heat-treating process, Miller Nylon has greater resistance to intense heat, and is virtually unharmed by temperatures a tire will encounter in turnpike travel.

The sinewy, heat-treated cord body of the Miller Safety Imperial A. D. Nylon tubeless has nearly twice the resistance to impact bruises as compared with ordinary tires. It is so strong that it practically eliminates the major cause of blowouts — internal breaks in the cord body caused by hitting rocks, chuck holes and other obstructions. Because of nylon's greater strength, the cord body is less bulky, thus reducing heat buildup caused by continuous flexing action at sustained high speeds.

Perfected Safety

AGAINST FAST FLATS

The Miller Safety Imperial Nylon actually is designed with double "built-in" safety against bruise-blowouts. In addition to the extra strong nylon cord

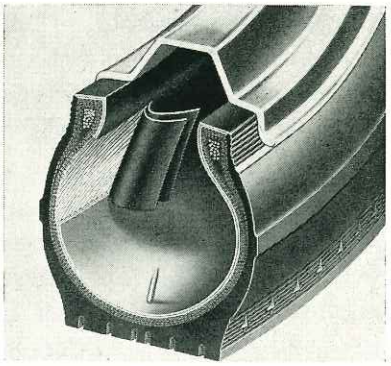


body, a patented double layer of butyl rubber called the Blowout Shield lines the inside of the tire from bead to bead and is permanently bonded to the cord body. If an impact should be severe enough to cause a cord break in the tire carcass, a tiny pinhole eventually is opened in the Blowout Shield. Air escapes s-l-o-w-l-y as the tire rolls and flexes. Instead of a dangerous blowout as in the case of an ordinary tire-tube combination, only a harmless slow leak results. The Blowout Shield also serves as an exceptional air container. It holds air better than natural rubber so that tires stay properly inflated longer.

Perfected Safety

AGAINST BRUISE-BLOWOUTS

The two layers of butyl rubber that make up the patented Blowout Shield are relaxed, not stretched or under tension like an inner tube. In the case of a puncture, they tend to grasp the puncturing object, minimizing the loss of air while the object remains in the tire. The driver usually has ample time to

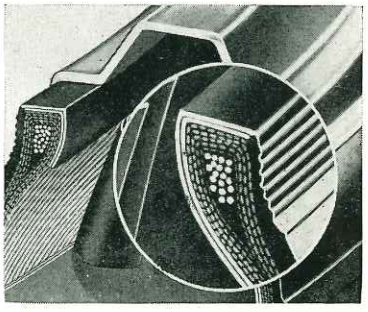


reach a place where he can get tire service avoiding the danger and annoyance of changing tires on lonely roads or busy highways.

RIM SEALS and FULL-MOLDED BEADS LOCK AIR INSIDE TIRE

A series of patented ridges called Rim Seals are molded onto the outside of the beads. When the tire is inflated, these ridges press against the rim acting as a series of dams to stop any loss of air around the rim.

The beads on the Advanced Design Miller Safety Imperial tubeless are heavier than those on an ordinary tube-type and most other tubeless tires. These huskier, full-molded beads are tapered to fit perfectly on the rim. They do not rock on the rim to allow air to escape — particularly on turns. In combination with the Rim Seals, these full-molded beads lock air inside the tire without the use of a tube.



LIFETIME GUARANTEE

Every Miller Safety Imperial Nylon tubeless tire carries the manufacturer's lifetime guarantee against any defect in workmanship or materials.

7-8495-MT

Printed in U.S.A.

ALL-NYLON TIRES at MONEY-SAVING PRICES!

MILLER

IMPERIAL S. T.

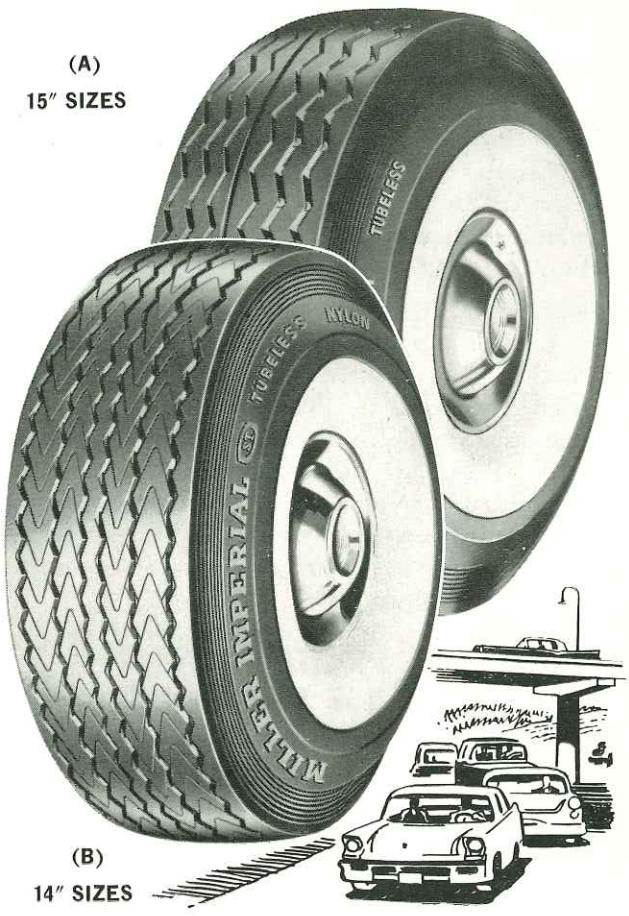
(Safety Tread)

TUBELESS NYLON

Available in 14″ and 15″ Sizes

Available in Black or White/Black Sidewalls

Here is the tire, economically priced, that has all the "most wanted" features. These include Nylon impact strength and resiliency, Nylon high-speed safety and Nylon blowout protection. With the new Miller Imperial S.T. Tubeless Nylon, more motorists can now afford the extra strength, protection and safety of Nylon.



STRONGER, SAFER, HEAT-TREATED NYLON

Nylon tires are not all the same. Processing techniques and the amount of Nylon cord used vary from manufacturer to manufacturer. The Nylon in Miller tires is vastly improved through an exclusive heat-treating process. Throughout the processing of the Nylon cord, rigid temperature control is maintained and specially controlled exhaust fans quickly remove the by-product gases, fumes and moisture that detract from Nylon's natural strength. Result — Nylon cord is sealed into Miller tires under ideal conditions to retain its greatest natural strength.

In addition, more Nylon cord is used in manufacturing the Imperial S.T. Tubeless Nylon than is found in the cord plies of some competitive tires. This greater strength virtually ends impact bruises from hitting rocks, chuck holes and other objects.

Important also, in these days of high-powered automobiles, is the greater margin of blowout safety in Miller Nylon when driving at turnpike speeds. Since the extra strength of Miller Nylon permits a more compact cord body, the Miller Nylon tire flexes easier and does not get as hot as ordinary tires during sustained turnpike driving. There is almost no danger of the tire failing from a heat blowout.

EXTRA LONG, SAFE MILEAGE

The "quick-stop" tread of the Imperial S.T. Tubeless Nylon is made up of high quality tread rubber. The tread design with its zigzag ribs contains hundreds of biting edges for sure, quick traction. Design A is furnished in 15″ sizes and design B in 14″ sizes as illustrated above. Working like windshield wipers, the angled ribs whisk away water and slippery road film to create a dry traction surface. The deep, level tread means long, even wear. Microfine carbon black is compounded into the tread rubber in a blending method that greatly increases wear resistance. In the blending, the carbon black is dispersed more thoroughly throughout the rubber, making it more resistant to cracking and abrasion. Tire life is extended by thousands of miles.

HUSHED RIDING COMFORT

Because of improved roads and quieter running automobile engines, annoying road hum and tire squeal are becoming more noticeable and more objectionable to today's motorists.

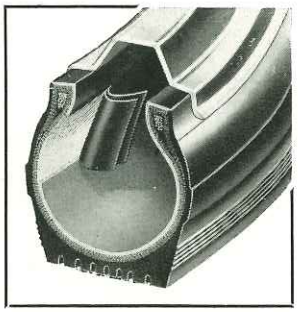
Miller Imperial S.T. Tubeless Nylon tires are scientifically designed with "variable pitch" to overcome annoying road hum. The tread pattern is designed in sections, and the zigzag pattern in each section differs in size and angle. This breaks up rhythmic vibrations and smothers noise as the tire rolls.

Non-Squeal Buttons have been molded into the grooves of the Imperial S.T. Tubeless Nylon tires to hush squeal on sharp turns and corners. Tire screech and howl are caused by the tread being compressed on a turn and then flipping back into normal position. These buttons help keep the tread bars stable, increasing wear, reducing noise. In cases of sharp turns, the buttons are pressed against the adjoining tread bar and prevent excessive bending and slipping.

ADDITIONAL PROTECTION AGAINST BRUISE BLOWOUTS

An added safety feature of the Imperial S.T. Tubeless Nylon is the patented Blowout Shield which provides even more protection against bruise blowouts. The Blowout Shield is a double layer of butyl rubber which is permanently bonded to the inside of the cord body — from bead to bead.

Although very unlikely, a Miller Nylon tire might be bruised. In this case, a tiny pinhole ultimately opens in the Blowout Shield and, instead of a blowout, the air escapes harmlessly in the form of a slow leak.



COMBATS SUDDEN FLATS

Miller's patented Blowout Shield also offers protection from sudden flats. The two layers of tough butyl rubber in the Blowout Shield are relaxed, not stretched like an inner tube, so they tend to grasp a puncturing object. This minimizes the loss of air, while the object remains in the tire, making a temporary seal or a very slow leak instead of a sudden flat. The driver usually has ample time to reach a place where he can get tire service, avoiding the danger and annoyance of changing tires on the road.

NEW CHEMICAL ADDED TO FIGHT FLEX CRACKING

The primary causes of flex cracking and weather checking in tires are sunlight and ozone. In various sections of the country, during different seasons of the year, concentrations of sunlight and ozone frequently deteriorate the rubber so much as to cause sidewalls and grooves to crack and check. Frequently this damage is so severe that tire life is shortened.

Now, a revolutionary new chemical, an Anti-Ozonant, is incorporated into the tread and sidewall rubber compounds used in all Miller Nylon tires to counteract these harmful effects. It gives maximum protection against flex checks and cracks due to sunlight and ozone. Tires last longer, give increased mileage.

DISTINCTIVE STYLING

The high fashion design of Miller Imperial S.T. Tubeless Nylon tires adds beauty to any automobile and harmonizes with new-car modernistic lines.

White sidewalls are protected from abrasions and scuff marks by a thick, rugged curb strip. Gleaming white surface is free of brand marks and is easier to clean and keep clean.

LIFETIME GUARANTEE

Every Miller Nylon tire carries the manufacturer's lifetime guarantee against any defect in workmanship or materials.

Stock No. 9-8499-MT

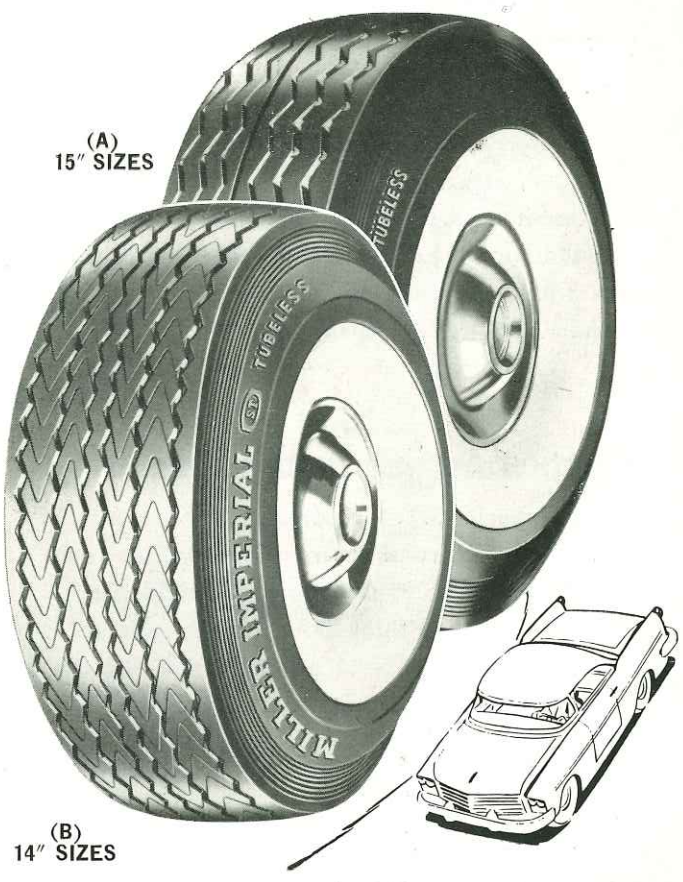
Printed in U.S.A

TYREX SAFETY AT BIG SAVINGS

MILLER
IMPERIAL S.T.
(SAFETY TREAD)
TUBELESS TYREX

Available in 14″ and 15″ Sizes

Available in Black or White/Black Sidewalls



Miller Imperial S.T. Tubeless tire gives motorists much-needed tubeless safety, long mileage and service, and all-around better tire performance at truly worthwhile savings. In its price range, no tire can compare with Miller Imperial S.T. Tubeless for value!

Super-Strong Tyrex Cord

Both the 15″ size and the 14″ size of the Miller Imperial S.T. Tubeless are constructed with super-strong Tyrex cord. This stronger cord permits construction of a cord body with less bulk. The tire flexes easier, creates less heat build-up. Extra miles of road life are added to every tire.

Sure, Steady Traction

High quality tread rubber is used in making the "quick-stop" tread of the Imperial S.T. Tubeless tire. The zigzag ribs hold to the road with hundreds of sharp, biting edges. Acting like windshield wipers, the angled ribs wipe away wet, slippery road film. The tread then has a dry traction-surface for quick stops. Husky shoulders add strength to the tread, plus flexibility and ventilation to sidewalls for smoother riding and cooler running. The deep, level tread assures long, even wear. Wear resistance is increased even further by adding micro-fine carbon black to the tread compound. A superior method of blending carbon black disperses it more thoroughly through the tread rubber. The tread is more resistant to cracking and abrasion, gives longer tire life.

Quieter Ride, Less Road Noise

With the quieter running motors and improved roads of today, motorists are becoming more conscious of tire squeal and road hum. These annoying noises are greatly reduced in the Imperial S.T. The tread pattern is designed in sections and the zigzag pattern in each section differs in size and angle. Rhythmic vibrations are broken up and smothered as the tire rolls.

Tire screech and squeal is produced when tread bars which have been compressed on a sharp turn flip back into normal position. Tire squeal is hushed by Non-Squeal Buttons which have been molded into the grooves of the Imperial S.T. Tubeless. The Non-Squeal Buttons press against the adjoining tread bar, help stabilize it, reduce annoying squeal and help resist wear.

Blowout Shield Ends Bruise Blowouts

Miller's Blowout Shield in the Imperial S.T. Tubeless protects motorists against the dangers of bruise blowouts. Covering the entire inside of the

tire from bead to bead, two layers of butyl rubber are permanently bonded to the cord body. If the cord body is bruised, only a small hole ultimately opens in the Blowout Shield, allowing air to escape slowly, gradually and safely.

The tire develops a safe, slow leak rather than the sudden, explosive blowout that occurs in a tire-tube combination. Here a dangerous blowout occurs when the cord break or bruise chafes the tube or when the damaged area becomes too weak to withstand the pressure of the tube.

Protection Against Sudden Flats

With Imperial S.T. Tubeless tires, sudden flats stop being major road hazards. The two layers of tough butyl rubber in the Blowout Shield are relaxed, not stretched tight like an inner tube. As a result, the Blowout Shield grasps puncturing objects. Only a slow leak results instead of a sudden flat.

The slow escape of air usually allows the driver ample time to reach a place where he can get tire service. He avoids the danger and annoyance of changing tires on the road.

Anti-Ozonant Guards Against Cracking

Deterioration of tire rubber in some parts of the country during certain seasons is traceable to the effect of sunlight and ozone. At times, damage is severe enough to cause sidewalls and grooves to crack and check. Tire life may even be shortened.

A counter agent in the form of a revolutionary new chemical, an Anti-Ozonant, is now compounded in the tread and sidewall rubber of all Miller tires. It protects the tire against concentrations of sunlight and ozone. Tires last longer, give increased mileage.

Modernistic Styling

The appearance of any car, old or new, will be greatly improved with the smart, modern styling of the Imperial S.T. Tubeless. White sidewalls are free of brand and size markings — easy to clean and keep clean.

LIFETIME GUARANTEE

Every Miller tire carries the manufacturer's lifetime guarantee against any defect in workmanship or materials.

Stock No. 9-8508-MT

Printed in U.S.A

New ALL-NYLON Tube-Type Tire

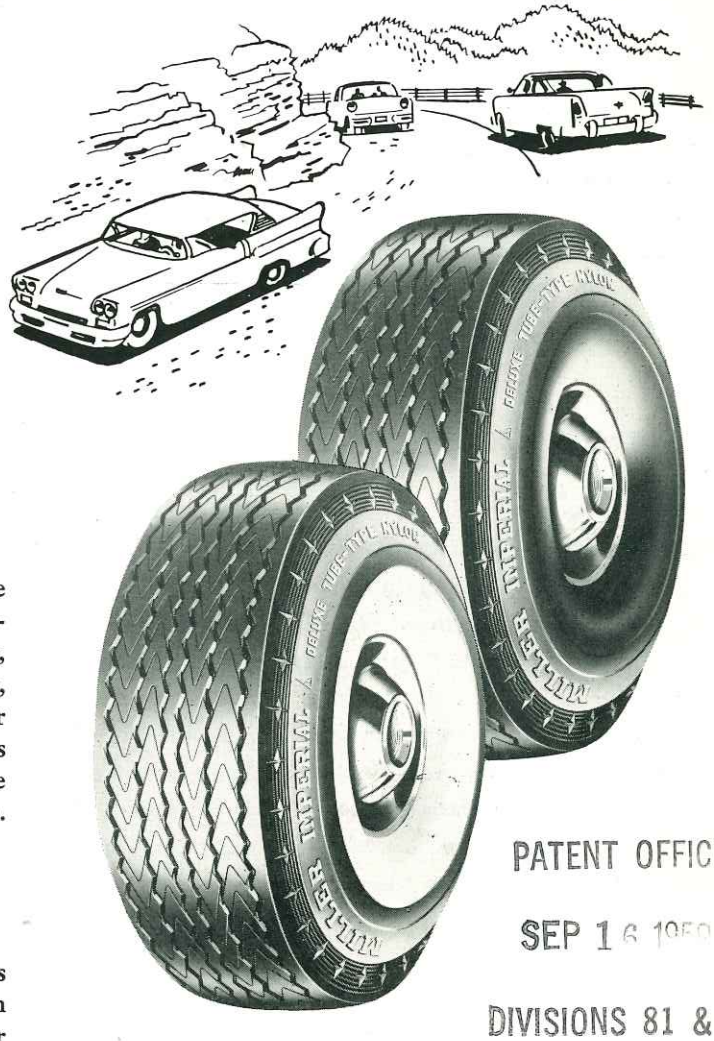
MILLER

IMPERIAL A.D.

(Advanced Design)

DELUXE TUBE-TYPE

NYLON



PATENT OFFICE
SEP 16 1959
DIVISIONS 81 & 82

Here is Miller's finest tube-type tire that has all the features of a Nylon tire most wanted by today's motorists: Nylon impact strength, Nylon high-speed safety, and Nylon blowout protection, PLUS a great, new, road-hugging Advanced Design tread that means safer riding and easier handling even at high speeds. This is the ideal tire for motorists who prefer a tube-type tire, yet are looking for the extra safeguards of Nylon.

HEAT-TREATED NYLON FOR GREATER STRENGTH, INCREASED SAFETY

Nylon tires are not all the same. Processing techniques and the amounts of Nylon cord used may vary from manufacturer to manufacturer. The Nylon in Miller tires is vastly improved through an exclusive Miller Heat-Treating process. Throughout the processing of the Nylon cord, rigid temperature control is maintained and specially controlled exhaust fans quickly remove the by-product gases, fumes, and moisture that steal from Nylon's natural strength. Result — Nylon cord is sealed into Miller tires under ideal conditions to retain its greatest natural strength.

This greater strength virtually ends impact bruises from hitting rocks, chuck holes and other objects. Important also, in these days of high-powered automobiles, is the greater margin of blowout safety in Miller Nylon when driving at new car speeds. Since the extra strength of Miller Nylon permits a more compact cord body, the Miller Nylon tire flexes smoother and does not get as hot as ordinary tires during sustained turnpike driving. There is almost no danger of the tire failing from a heat blowout.

DRIVE SAFER ON NEW ADVANCED DESIGN TREAD

The new Advanced Design tread includes the latest advances in tire engineering design. The hundreds of "V" Blocks running counter to each other in alternating zigzag ribs give instant traction when it's needed, either stopping or starting. This Advanced Design tread has narrow-rib flexibility plus wide-rib stability. Because of its flexibility, the tread remains in constant contact with the road, with its hundreds of small "V" Blocks and narrow ribs conforming to the uneven road surface as they flex. The compact tread design allows the tire to steer easier, giving greater road-hugging stability even at high speeds.

SILENT RIDING

Because of improved roads and quieter running automobile engines, annoying road hum and tire squeal

are becoming more noticeable and more objectionable to today's motorists. The tread of the new Miller Imperial A.D. Deluxe Nylon Tire is scientifically designed with "variable pitch" to overcome annoying road hum. The tread pattern is designed in sections. and the zigzag pattern in each section differs in size and angle. This breaks up rhythmic vibrations and smothers noise as the tire rolls. No-Squeal Bumpers have been molded into the grooves of the Imperial A.D. Deluxe to hush squeal on sharp turns and high-speed curves. These buttons help keep the tread bars from pressing together, thus reducing noise and increasing mileage.

FULL TRACTION, LONG MILEAGE

The "quick-stop" tread of the Imperial A.D. Deluxe is made up of high quality tread rubber. The tread design with its zigzag ribs contains hundreds of biting edges for sure, quick traction. Working like windshield wipers, the angled ribs whisk away water and slippery road film to create a dry traction surface. The deep, level tread means long, even wear. Micro-fine carbon black is compounded into the tread rubber in a blending method that greatly increases wear resistance. In the blending, the carbon black is dispersed more thoroughly throughout the rubber, making it more resistant to cracking and abrasion. Tire life is extended by thousands of miles.

REVOLUTIONARY COMPOUND RESISTS FLEX CRACKING, GIVES LONGER TIRE LIFE

The primary causes of flex cracking and checking in tires are sunlight and ozone. In various sections of the country, during different seasons of the year, concentrations of sunlight and ozone frequently deteriorate the rubber so much as to cause sidewalls and grooves to crack and check. Frequently, this damage is so severe that tire life is shortened. Now, a revolutionary new Anti-check chemical compound is incorporated into the tread and sidewall rubber compounds used in all Miller Nylon tires to counteract these harmful effects. It gives maximum protection against checks and cracks due to sunlight and ozone. Tires last longer, give increased mileage.

MODERN STYLING

The high fashion designs of Miller Nylon tires add beauty to any automobile and harmonize with new-car modernistic lines. White sidewalls are protected from abrasions and scuff marks by a thick, rugged curb strip. Gleaming white surface is free of brand marks and is easier to clean and keep clean.

Stock No. 9-8502-MT

Printed in U.S.A.

Exceptional Value in Tube-Type Tires

MILLER

IMPERIAL REGULAR

TUBE-TYPE TYREX

For mileage, safety, performance . . . for all-around satisfaction, this tire is top value in the tube-type tire field.

Outstanding is the exclusive tread design that assures positive stop and go traction under the most severe weather conditions.

Built of high quality materials, it combines the best construction features of tube-type tires for long, satisfactory service and attractive appearance.

The instant acting tread is engineered for maximum traction forward or in reverse; stops car quickly and safely on wet pavements; runs quietly on smooth, paved surfaces at any speeds; reduces squealing on corners and assures long, trouble-free mileage — the very requirements demanded by today's drivers.

Zig-Zag ribs provide hundreds of sharp gripping edges for the entire life of the tire. Divided rib at the center resists side-slipping, a cause of squeal when car rounds corner. Zig-Zag ribs act as windshield wipers to whish away water and slippery road film to produce a dry-wiped stopping surface.

Extra Long, Safe Mileage

This exclusive tread is designed with a wide, flat contour that puts more rubber in direct contact with the road and distributes the load over a greater area for slower, more even tread wear and smoother riding.

Deep-rib tread is especially compounded with improved Cold Rubber to provide extra long, safe mileage. Micro-Fine carbon black makes the tread rubber super-tough; adds extra mileage and abrasion resistance for extended tire life.

Silent Riding

Non-Squeal Buttons have been molded into the grooves of the Imperial to hush squeal on sharp turns and high-speed curves. These buttons help keep the tread bars from pressing together thus reducing noise and increasing mileage. In addition, ribs are scientifically sized and spaced to break up rhythmic vibrations. This overcomes annoying road hum.

Stronger-Than-Ever TYREX Cord

A big improvement in tire cord material, TYREX viscose cord gives you added impact strength, greater blowout protection, and smoother, cooler running.

You get the advantage of Free-Flex Construction in which the cords are laid parallel and "locked" in live rubber. There are no shackling cross threads to chafe the cords and cause heat build-up.

In Free-Flex Construction, each cord carries an equal share of the load. Jolting impacts are distributed throughout the carcass to combat point-of-impact bruises.

Modern Styling

Trim streamlined shoulders are designed with Strato-Ring knurlings to enhance the appearance of any car — new or old. The Imperial Regular is available in either black or reversible white and black sidewalls. White sidewalls are free of brand or size markings . . . easy to clean and keep clean. On white sidewalls all trapped air vents are on black side to prevent water from collecting in vents and later running out to stain tires.

Outstanding for Service and Safety

Printed in U.S.A.

Stock No. 9-8534-MT

A Stylish New Price Leader

MILLER
MEDALIST

Just the tire for the budget-minded motorist whose moderate driving requirements include safety and better-than-usual performance. The Miller Medalist is unmatched in beauty among similar tires and its sound engineering design is unequalled at its competitive price level.

Regular Full Size — Deep Tread

Originally designed to sell as a higher-priced tire, the new Miller Medalist has full tread depth. Good mileage with plenty of road-gripping traction is built into these tires.

Quick, Sure Traction — Quiet Running

The full depth tread with hundreds of sharp, biting edges grabs at the road surface for quick starts and arrow-straight stops, resists dangerous skidding and sliding.

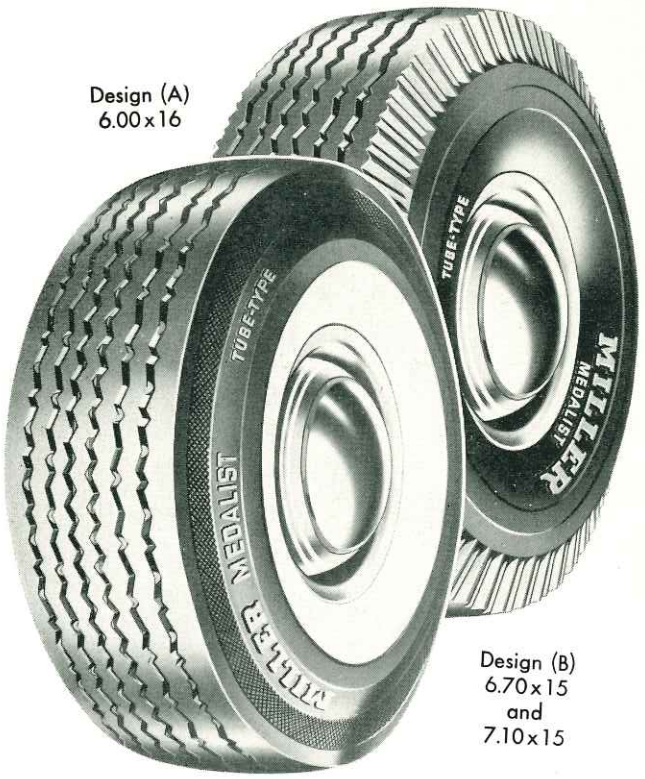
Zigzag angles of the tread pattern differ in length to break up rhythmic vibrations and overcome annoying road hum.

Tire Squeal Reduced

Anti-squeal buffers have been engineered into the grooves of the Medalist tire (Design B) to hush squeals on sharp turns and corners. Squealing is caused by the tread bars being bent sideways on a turn and slipping back into normal position as the tire rolls. The buffers help keep the tread bars vertical and stable. In cases of sharp turns, the buffers are pressed against the adjoining tread bar and prevent excessive bending and slipping. This also reduces wear and scuffing. The end result is increased mileage.

Free-Flex Construction of Strong Cord Body

The Medalist is built with improved Super-Strength Rayon cord in Free-Flex Construction. In Free-Flex



Construction, the cords float free in live rubber, all under proper tension. With no restricting cross threads, each cord is free to carry its share of the load. The cord body is not weakened by overworked cords. The result is a strong, safe tire with extra bruise resistance — long service life.

Smart, Up-To-Date Styling and Design

The smart, modern shoulder of the new Medalist blends beautifully with the lines of today's cars and lends distinction to any car regardless of its age. The streamlined shoulders permit smoother flexing for more comfortable rides.

Design B is available in gleaming white sidewalls, entirely free of brand marks for attractive appearance and easy cleaning. A heavy, rugged curb strip protects the white surface from scuff marks and abrasions.

Lifetime Guarantee

Medalist tires carry the manufacturer's lifetime guarantee against any defects in workmanship or materials.

Printed in U.S.A.

Stock No. 9-8510-MT

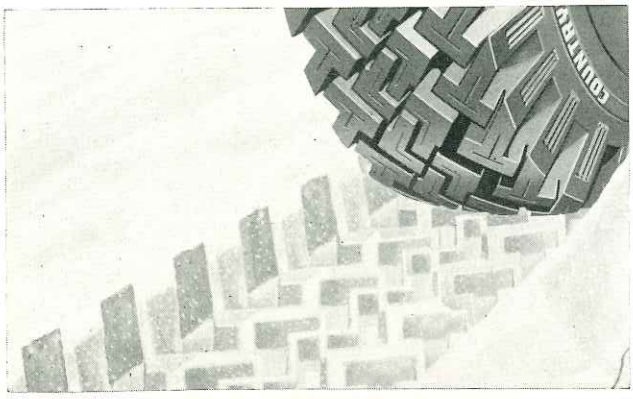
More "Go" Power *Plus* Nylon Safety

MILLER
COUNTRYSIDE
Deluxe
NYLON TUBELESS

The Countryside Deluxe is more than just another winter traction tire! Every feature of this brand new tire is engineered for maximum "GO" power and maximum safety, for protection against skids and spins, and for long mileage and trouble-free driving. The cord body is EXTRA safe Heat-Treated NYLON. The scientifically designed new tread is extra wide, extra deep — and is made of the finest of tread rubber compounds for year-after-year wear. The Countryside Deluxe is designed to give top performance in all of the toughest driving weather, winter after winter.

NEW SILENT GRIP TREAD FOR POSITIVE "GO" IN MUD AND SNOW

The husky Silent Grip tread really digs in and pulls through ice, mud and snow. The rugged "T" and "L" shaped grippers are designed and angled for maximum pulling power. And they are flexible enough to squeeze out mud and snow as the tire rolls. The self-cleaning action assures deep-biting traction with every turn of the wheel. On smooth roads, wet or dry, tiny kerfs in the tread add hundreds of sharp edges that grip the road for quick stops and starts, battle skidding on curves.



QUIET RIDING

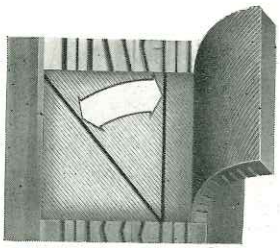
Road tests of the Countryside Deluxe prove it to have one of the quietest winter tread designs on the American road. The varying lengths and angles of the grippers help to smother irksome road hum. The extra wide, extra deep tread makes a BIG footprint, giving more positive traction under all weather conditions. Space between the grippers is engineered so that the tread is almost as quiet as if built with continuous ribs.

HEAT-TREATED NYLON CORD: SUPER STRONG, EXTRA SAFE

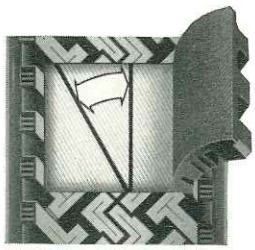
Not all tire manufacturers make Nylon tires the same way. Two major differences are in the amounts of Nylon used (number of cords per inch) and the way the Nylon is processed.

In the Countryside Deluxe you get superior Nylon cord construction. An exclusive Heat-Treating process removes the gases, fumes and moisture from the Nylon, ridding it of elements which would otherwise weaken the cord. This process used in pre-stretching the Nylon tire cord is rigidly controlled, temperature and ventilation conditions being kept ideal, to assure the maximum degree of perfection, superiority and strength. And the Countryside Deluxe has an adequate amount of Nylon (cords per inch) to put it in the premium tire field. The end result is a tire with an

extra margin of ruggedness, impact strength and bruise resistance to withstand the most hazardous driving conditions.



Regular Cord Construction



NEW Lo-Angle Cord Construction

Add to these qualities the new lo-angle cord construction. The cords are angled more nearly parallel to the ribs of the tire, resulting in less side sway, less heat build-up.

BLOWOUT SHIELD PROTECTS AGAINST BLOWOUTS, FAST FLATS

Lining the inside of the Countryside Deluxe from bead to bead, and permanently bonded to the cord body, is a tough, double layer of specially compounded rubber. Combined with the Nylon cord body, this shield forms the best blowout protection yet devised for tires. Should there ever occur an impact strong enough to bruise or break the cord, the Blowout Shield permits only a slow leak to develop, allowing plenty of time to stop the car before the tire goes flat.

Unlike a tube which is s-t-r-e-t-c-h-e-d inside a tire, the special rubber liner in the Countryside Deluxe is relaxed. When a sharp object punctures the tire, the relaxed rubber tends to grip the object, allowing air to escape very slowly or not at all.

PROTECTED WHITEWALL

The gleaming white sidewall, which adds beauty to a car, is protected against scuffing and marring by a rugged curb strip. All markings have been removed from the white sidewall so it is easy to clean and keep clean.

LIFETIME GUARANTEE

Every Countryside Deluxe tire is guaranteed for life against defective materials and workmanship.

PRINTED IN U.S.A.

STOCK NO. 8-8577-MT

Winter Traction, All Weather Safety, Economy Prices . . .

MILLER SUPER GRIP

FULL SIZE

TUBELESS • TUBE-TYPE

TYREX

Here's the economy-priced winter traction tire that pulls through mud and snow, stops quick on snow-covered streets and highways, and adds much wanted riding comfort to new tire safety.

Twin Traction Bar Tread digs in to keep cars going where ordinary tires would spin and slip.

Wide, flat contour of the specially designed tread, combined with more flexible shoulders, adds up to a smooth flexing, easy riding tire.

In tubeless construction, the Super Grip's Blowout Guard protects against bruise-blowouts and fast flats.

MORE GRIPPING POWER WITH TWIN TRACTION BAR TREAD

Husky, full width, full depth Twin Traction Bar Tread of the Super Grip is scientifically designed to dig in and pull through snow-choked streets and highways and mud-clogged roads. Traction Bars are scientifically angled and spaced to get a firmer grip on the road. The result — sure-footed, non-skid traction in any weather.

Grooves are wedge-shaped and bars have just the right amount of flex so that snow and mud are squeezed

out by live, flexing action. The tire cleans itself as it rolls. Pulling power is never lessened.

The Super Grip tread is non-directional, giving equal traction forward or in reverse.

Wide center groove and spaces between the Twin Traction Bars take a big "bite" in snow and mud. These bars form wide "U" shaped cleats for extra traction on ice or surfaces too hard to be penetrated.

SMOOTHER RIDING, GOOD MILEAGE

Unnecessary bulk has been removed from the shoulders to allow the tire to flex evenly and smoothly. The exclusive tread is designed with a wide, flat contour that puts more rubber on the highway. Load is distributed over a greater area for more cushioned riding and slow, even tread wear. Continuous rows of Twin Traction Bars, on the road at all times, also combat spotty wear. This hard-working full depth tread is specially compounded to resist abrasion and wear, resulting in a high mileage winter traction tire even when driven on cleared streets and roads. The specially designed shoulders also protect the Super Grip against scuffs and snags from ruts and help increase traction on spongy or muddy ground.

TYREX Cord for Impact Safety

Tyrex gives you added impact strength for improved blowout protection, cool running, and long tread life. And in the SUPER GRIP, you get the extra advantage of Free-Flex Construction. The cords are laid parallel and "locked" in live rubber — no shackling cross-threads to chafe the cords and cause heat build-up.

Each cord carries an equal share of the load. Bruising impacts are distributed throughout the carcass to fight point-of-impact bruises.

QUIET RUNNING

Variable pitch tread design reduces the annoying road hum so objectionable in many winter traction tires. The tread is designed in sections. Zigzag pattern in each section differs in size and angle. In this way, rhythmic vibrations are broken up and road noise is hushed.

SUPER GRIP TUBELESS PROTECTS AGAINST BRUISE-BLOWOUTS AND FAST FLATS

A double liner of specially compounded rubber lines the inside of the tire and is permanently bonded to the cord body. In case a bruise impact should be severe enough to cause a bruise or cord break in the tire carcass, only a slow leak results. Also, because the relaxed double liner is a part of the tire itself and is not stretched like a tube, it will not tear or expand when a puncturing object enters the tire. Instead, it tends to grip the object, preventing sudden loss of air. The double liner serves as an exceptional air container permitting the tire to stay properly inflated longer.

SIZES-TYPES

Super Grip is manufactured in all popular sizes. It is available in 15-inch tubeless or tube-type blackwall and in 14-inch tubeless black or whitewall.

Stock No. 9-8572-MT Printed in U.S.A.

Multiplies TIRE MILEAGE

MILLER

Imperial Tube

The Miller tube is a top quality tube that will give outstanding performance in all types of passenger and light truck service.

Holds Air Longer

Miller tubes are especially compounded to retain air longer and therefore increase tire mileage. Under-inflation causes rapid tread wear and reduces bruise resistance, shortening tire life. With Miller tubes, recommended air pressure is maintained longer. Pressure has to be checked less often and tires deliver full mileage.

Longer Lasting

Miller tubes are longer lasting because they are built of tough, durable rubber that will stand up under the hardest service.

They resist chafing and heat which cause ordinary tubes to lose their air retaining qualities. These rugged tubes also resist splitting and tearing — reduce the dangers of flat tires and blowouts.

Miller tubes also are full molded. They are built to fit tire casings without excessive stretching or buckling. Undue stretching weakens a tube and reduces its ability to hold air. Buckling causes chafing and pinching which will ruin tube and possibly damage tire. Perfect fit of Miller tubes means outstanding performance and long service life.

Valve is reinforced at base to resist damage in mounting or being torn off by rim under strain.

Important: Worn tubes should not be placed in new tires. Every new tire deserves a new tube to insure good performance and peak mileage.

Old tubes become stretched in service. They just do not hold air like new tubes. Worn, stretched tubes also are more likely to chafe and go flat, ruining a new tire.

Built Strong for Long, Dependable Service

MILLER

Presents

THE New TUBED AND TUBELESS

TRUCK TIRE LINE

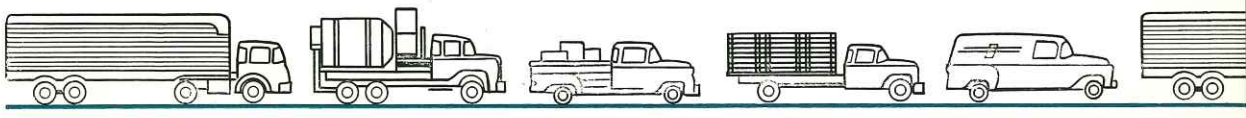
including all these
Extra Mileage, Long Service Features

Armor-Coated Tread

Nylon Shock Protectors

Free-Flex Construction

Heat-Treated Nylon or Rayon Cord



T-M

3-14-57 PRINTED IN U.S.A.

EXTRA TRACTION, BETTER PERFORMANCE, MORE RETREADS...

MILLER

SUPER CARGO HAULER

A great new TRUCK TIRE THAT COMBINES THESE EXTRA-MILEAGE FEATURES

★

New Traction-Grip Tread Design

★

Wide Center Rib

★

New Cooling Process

★

Heat Dissipating Shoulders

Nylon Shock Protectors

★

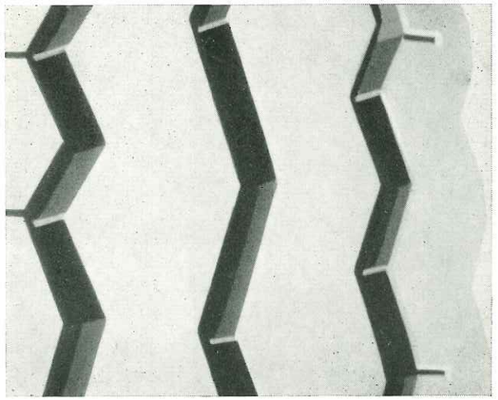
Free-Flex Cord Construction in either Nylon or Tyrex Cord

For the complete story of this new tire, turn the page. ➔

NEW TRACTION-GRIP TREAD DESIGN

Delivers More and Better Service

TRACTION-GRIPPERS



Hundreds of Traction-Grippers are molded into the four outside ribs of the tread. When brakes are applied, these extra biting edges dig through slippery road film and clear away water to make stops quick and sure. These new Traction-Grippers give truckers more traction, improved braking power and more mileage because of less slippage.

WIDE CENTER RIB

Center rib is wider than the other four ribs. This gives better distribution of tread rubber by putting more rubber where the greatest wear occurs.

NEW COOLING PROCESS

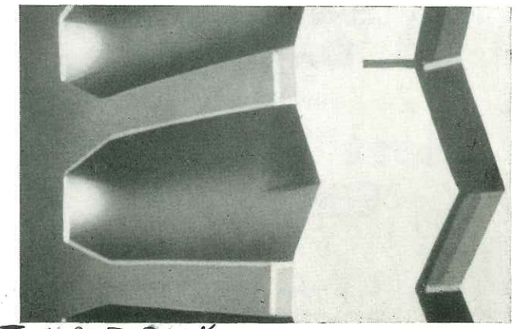
Prevents Groove Cracking

Cooling Nylon tires by the same process used in cooling Tyrex tires causes shrinkage of the Nylon cord. This Nylon shrinkage puts greater strain in the center of the tread when the tire is inflated, often causing groove cracking and cut growth. Tire life is shortened After curing, Miller truck tires are cooled slowly and gradually while under pressure. Nylon shrinkage is greatly reduced.

HEAT-REMOVING SHOULDER DESIGN

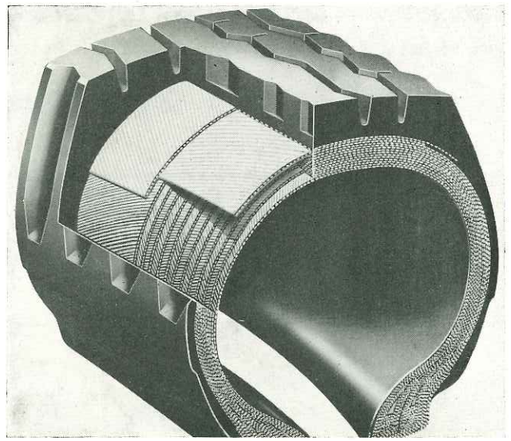
Insures Longer Tire Life

A special fluted shoulder design enables the Miller Super Cargo Hauler to rid itself of excessive heat when traveling at high speeds under heavy loads. This reduces the chief cause of premature failures, ply separation. Deep, open shoulder grooves enable heat to escape rapidly. Tire runs cooler.



NYLON SHOCK PROTECTORS

Absorb Shocks, Distribute Impacts



Nylon Shock Protectors are built, at no extra cost, between the tread and the cord body of Miller truck tires, sizes 8-ply rating and up. These extra breaker strips actually serve as "shock absorbers" for the cord body.

Miller Shock Protectors are layers of rubber-coated Nylon cord under the tread. These twin layers of strong, elastic Nylon cord absorb and distribute sharp road impacts, prevent damaging blows from shortening tire life.

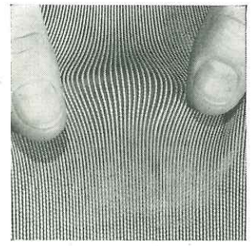
FREE-FLEX CORD CONSTRUCTION

Eliminates Shackling Cross Threads; Extends Carcass Life

In Free-Flex Cord Construction, each ply of the tire is built of individual Nylon or Tyrex cords laid parallel, without shackling cross threads through the cords.

Tension of each cord is accurately controlled so each cord in every ply carries its fair share of the load — no slacker cords, no overworked cords. Cords retain their strength longer; increasing the life of the carcass so it can be retreaded over and over.

New Beta-Ray Gauge with radioactive "eye" automatically measures the amount of insulation rubber in the cord plies. This assures accurate uniformity of insulation and a balanced carcass.



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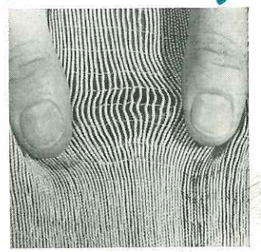


NOT THIS

Result: Carcass of this new tire stays strong — service life is prolonged — tire can be retreaded more times.

Super-Strong Tyrex or Heat-Treated Nylon Cord

This new truck tire is available in either Super-Strong Tyrex Cord or Heat-Treated Nylon Cord. Miller, through an exclusive heat-treating process under rigid temperature controls, has improved Nylon Cord to give it even greater strength. Specially controlled exhaust fans whisk away by-product gases, fumes, and moisture that otherwise would rob the Nylon of its natural strength. This exclusive process retains more of the natural strength, makes Miller Heat-Treated Nylon the strongest cord fiber ever developed for truck tires. Truckers get more money-saving retreads from their original tire carcass.

Grueling Road Tests Prove That Miller Super Cargo Hauler Truck Tires Deliver More Mileage With Less Truck Tire Growth.

A series of actual road tests against leading competitive brands of truck tires proved Miller Super Cargo Hauler tires produce more mileage than any other brand tested.

In these highway road tests the tire growth of the Miller Super Cargo Hauler was also less than any of the leading brands tested.

Specifications for MILLER SUPER CARGO HAULER TRUCK TIRES

SIZES, DIMENSIONS, LOAD AND INFLATION DATA

Size of Tire	Ply Rating	Size of Rim Preferred / Alternate	INFLATED DIMENSIONS INCHES: Over-all Tire Width Preferred / Alternate	INFLATED DIMENSIONS INCHES: Over-all Diameter	Max. Rated Load Lbs.	Inflation Pressure Lbs. Per Sq. Inch	LOADED DIMENSIONS INCHES: Loaded Tire Width Preferred / Alternate	LOADED DIMENSIONS INCHES: Static Radius	Rev. Per Mile
7.00-15 (Com'l-15)	6	5.50F	8.00	30.4	1605	45	8.32	14.44	693
6.00-16	6	4.50E	6.70	29.0	1255	45	6.97	13.77	727
6.50-16	6	4.50E / 5.50F	7.10 / 7.50	29.9	1420	45	7.38 / 7.79	14.20	705
7.00-16	6	5.50F	7.80	30.8	1580	45	8.10	14.64	683
7.50-16	8	6.00G / 5.50F	8.40 / 8.20	31.8	2140	60	8.74 / 8.53	15.10	663
7.00-17	8	5.5 / 5.0	7.80 / 7.60	32.7	2060	60	8.10 / 7.90	15.70	631
7.50-17	8	6.0 / 5.5	8.55 / 8.35	34.0	2440	65	8.85 / 8.65	16.30	607
7.00-18	8	5.5 / 5.0	7.80 / 7.60	33.7	2140	60	8.10 / 7.90	16.15	613
6.50-20	8	5.0	7.30	34.6	2180	65	7.60	16.60	596
7.00-20	8	5.5 / 5.0	7.80 / 7.60	35.7	2310	60	8.10 / 7.90	17.10	579
7.00-20	10	5.5 / 5.0	7.80 / 7.60	35.7	2630	75	8.10 / 7.90	17.10	579
7.50-20	8	6.0 / 5.5	8.55 / 8.35	37.0	2740	65	8.85 / 8.65	17.70	559
7.50-20	10	6.0 / 5.5	8.55 / 8.35	37.0	2980	75	8.85 / 8.65	17.70	559
8.25-20	10	6.5 / 6.0	9.25 / 9.05	38.4	3330	70	9.60 / 9.40	18.40	538
9.00-20	10	7.0 / 6.5	10.20 / 10.00	40.1	3960	70	10.55 / 10.35	19.15	517
10.00-20	12	7.5 / 7.0	10.90 / 10.70	41.4	4580	75	11.30 / 11.10	19.75	501
11.00-20	12	8.0 / 7.5	11.60 / 11.40	42.6	5150	75	12.00 / 11.80	20.30	488
10.00-22	12	7.5 / 7-0	10.90 / 10.70	43.4	4880	75	11.30 / 11.10	20.70	478
11.00-22	12	8.0 / 7.5	11.60 / 11.40	44.6	5480	75	12.00 / 11.80	21.25	466

Stock No. 9-8578-MT

Printed in U.S.A.

New, Safer *Tubeless* Truck Tire

Gives Extra Traction, Protects Against Bruise-Blowouts and Sudden Flats, Permits Bigger Payloads, Combats Tread Cracking and Cut Growth

MILLER
HI-WAY KING TUBELESS

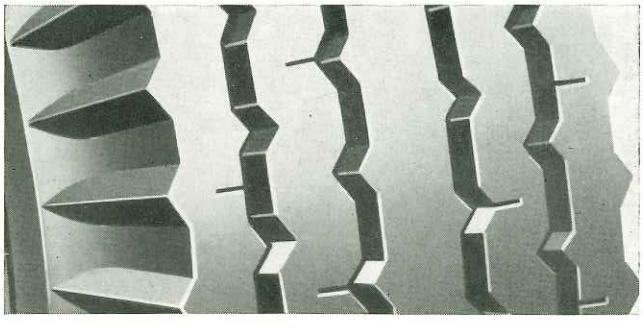
Here's a new truck tire that incorporates the latest traction, safety, and mileage developments of the rubber industry. New Traction-Grip Tread protects against skids and jack-knifing on slippery roads; stops are quick and arrow straight.

A patented Blowout Shield guards against dangerous bruise-blowouts and sudden flats.

Less assembly, now consisting of only a tire and rim, reduces gross weight and allows truckers to haul *more money-making legal payloads.*

NEW TRACTION-GRIP TREAD DESIGN

Hundreds of Traction Grippers are molded into the four outside ribs of the tread. When brakes are applied, these extra biting edges dig through slippery road film and clear away water to make stops quick and sure in slippery going. These new Traction-Grippers give truckers more traction and improved braking power. The over-all Traction-Grip tread design is engineered to permit greater skid resistance on the highway in all types of weather.

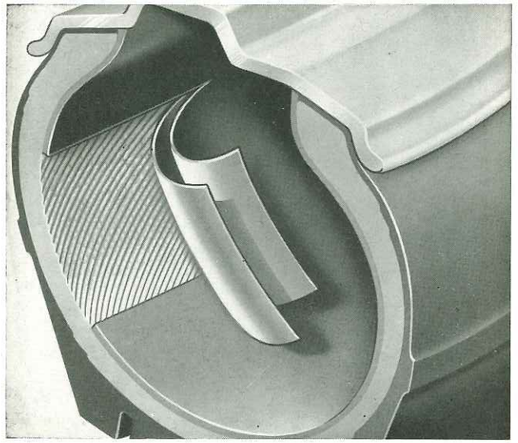


Longer Mileage . . . Better Service

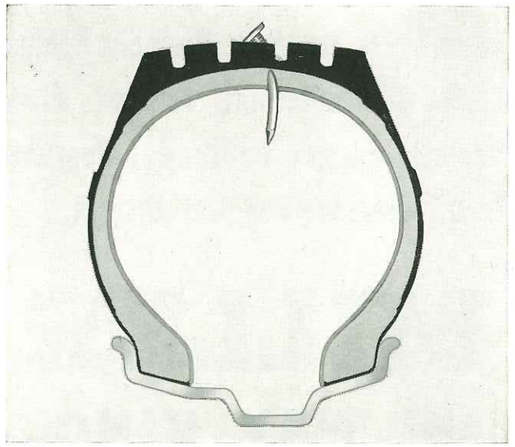
Center rib in the tread is wider than the other four. This puts more rubber where the greatest wear occurs. Continuous, free-rolling ribs give longer, more even wear. Result: More mileage and better service.

Bruise-Blowout Protection

Now there's no tube to be pinched and blow out. Instead a double layer of tough butyl rubber — called the Blowout Shield — lines the inside of the rugged tire carcass and is permanently bonded to the sturdy cord body. The Blowout Shield acts not only as an exceptional air container but also serves as an "extra measure of protection," virtually eliminating bruise-blowouts. *Here's how:* If the cord body of the truck tire is damaged by repeated severe impacts, a tiny hole is eventually opened in the Blowout Shield. You get a s-s-s-l-o-w s-e-e-e-p, not a fast blowout!



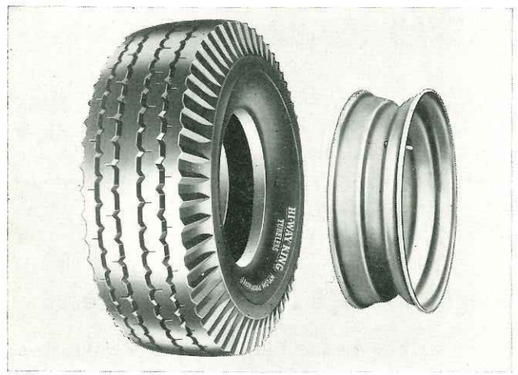
Protects Against Sudden Flats from Punctures



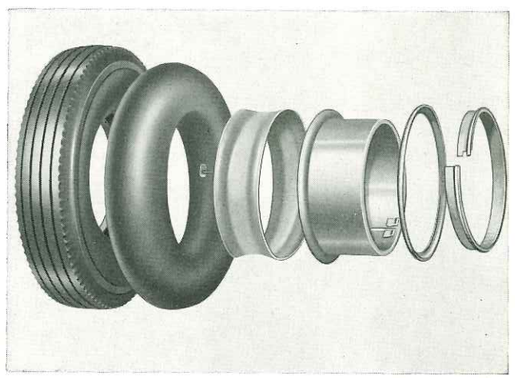
Because the "relaxed" Blowout Shield is a part of the tire itself and is not stretched like a tube, it will not tear or expand when a puncturing object enters the tire. Instead, it tends to grip the object, preventing sudden loss of air. Usually the truck is able to reach a service area where the object can be removed and the tire repaired.

PERMITS BIGGER LEGAL PAYLOADS

The entire tubeless wheel assembly, now consisting of only a tire and rim (see illustration A) is lighter than ordinary 6-piece tire and tube assemblies. (See illustration B.) A combination of Miller Hi-Way King tubeless tire and rim means an over-all weight savings of 40 pounds per wheel over a conventional size 10.00-20. This would allow about 400 pounds more legal payload on a 10-wheel tractor-trailer rig every trip.



(A) THIS
Tire and Rim



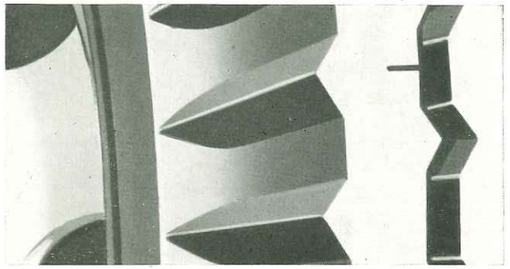
(B) NOT THIS
Tire, Tube, Flap, Rim, Rim Flange, Lock Ring

NEW COOLING PROCESS PREVENTS GROOVE CRACKING

Cooling Nylon tires by the same process used in cooling Rayon tires causes shrinkage of the Nylon cord. This Nylon shrinkage puts greater strain in the center of the tread when the tire is inflated, often causing groove cracking and cut growth. Tire life is shortened.

After curing, Miller truck tires are cooled slowly and gradually while under pressure. Nylon shrinkage is greatly reduced.

Heat Expelling Shoulders



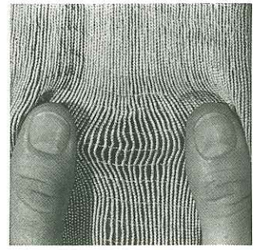
A special fluted shoulder design enables the tire to rid itself of excessive heat when traveling at high speeds under heavy loads, thus reducing the chief cause of premature failures — ply separation. Deep, open shoulder grooves enable heat to escape. Tire runs cooler.

Nylon Shock Protectors

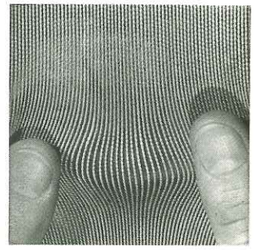
Nylon Shock Protectors are built between the tread and the cord body of both Rayon and Nylon cord truck tires, 8-ply rating and up. These are two layers of rubber coated Nylon cord under the tread that absorb and distribute sharp road impacts and keep damaging blows from shortening tire life.

Free-Flex Construction In Either Nylon or Rayon Cord

The Miller Hi-Way King Tubeless is built in Free-Flex cord construction. Each rugged ply of the tire is built of hundreds of individual cords laid parallel, without shackling cross threads. Tension is accurately controlled so each cord in every ply carries its fair share of the load.



Cords in ordinary truck tire plies are interlaced with cross threads. Uneven tension allows some cords to be "slackers" — others become overloaded; may break down and cause tire failure.



Free-Flex cords have no bulky cross threads. The parallel cords work together with no "slackers." The result is a stronger, cooler running, longer mileage truck tire.

This new tubeless truck tire is available in either Super-Strength Rayon cord or Heat-Treated Nylon cord. And now, Miller, through an exclusive heat-treating process under rigid temperature controls, has improved Nylon cord to give it even greater strength. Specially controlled exhaust fans whisk away by-product gases, fumes, and moisture that otherwise would rob the Nylon of its natural strength. This exclusive process retains more of the natural strength, makes Miller Heat-Treated Nylon the strongest cord fiber ever developed for truck tires. Result: Carcass of the tire stays strong — service life is prolonged — more tires can be retreaded more times.

TAPERED BEADS

To conform with the new rim designs* the beads of the Hi-Way King tubeless (for replacement of conventional truck tire sizes 7.00-15 through 11.00-22) are constructed with a tapered angle. These high tensile wire beads, with the "perfected" taper, are wedged onto the rims by the air pressure in the tire to form an air-tight seal.

*Refer to the Rubber Manufacturers Association Tubeless Truck Tire Manual on the various types of rims, mounting, demounting, and minor repairing.

(*Turn page for sizes, dimensions, load & inflation data*)

MILLER

HI-WAY KING

TUBELESS TRUCK TIRES

SIZES, DIMENSIONS, LOAD AND INFLATION DATA

Size of Tire	Ply Rating	Replaces Size	Size of Rim Pref. / Alt.	Inflated Dimensions Inches: Section Width Pref. / Alt.	Inflated Dimensions Inches: Over-all Dia.	Max. Rated Load Lbs.	Inflation Pressure Lbs. per Sq. In.	Loaded Dimensions Inches: Section Width Pref. / Alt.	Loaded Dimensions Inches: Static Radius	Rev. Per Mile
6.00-16	6	.....	4.50E	6.70	29.0	1255	45	6.97	13.77	727
6.50-16	6	.....	4.50E / 5.50F	7.10 / 7.50	29.9	1420	45	7.38 / 7.79	14.20	705
7-17.5	6	7.00-15 Com'l 15 7.00-16	5.25	7.30	29.7	1520	45	7.55	14.15	706
7-22.5	6	6.50-20	5.25	7.00	34.5	1870	50	7.25	16.40	610
8-17.5	8	7.50-15 7.50-16	5.25	7.70	30.8	2060	60	7.95	14.65	682
8-19.5	8	7.00-17 7.50-17	5.25	7.70	33.8	2440	65	7.95	16.15	619
8-22.5	8	7.50-20	5.25	7.70	36.8	2740	65	7.95	17.50	572
9-22.5	10	8.25-20	6.00	8.70	38.4	3330	70	9.00	18.25	547
10-22.5	10	9.00-20	6.75	9.75	40.1	3960	70	10.10	19.10	523
11-22.5	12	10.00-20	7.50	10.75	41.4	4580	75	11.15	19.65	509
11-24.5	12	10.00-22	7.50	10.75	43.4	4880	75	11.15	20.60	485

Printed in U.S.A

Stock No. 8-8528-MT

POPULAR PRICED HIGHWAY TRUCK TIRE

MILLER

CARGO HAULER

The Cargo Hauler is built with Miller's exclusive Heat-Treated Nylon cord or Super-Strength Rayon cord to make it a leading tire value in the popular price field. The addition of Nylon cord to a truck tire that has proved itself over thousands of miles, under all kinds of conditions, promises that the Cargo Hauler will deliver outstanding, trouble-free service over thousands and thousands of miles.

GREATER STRENGTH FROM NYLON

The Nylon used in the Cargo Hauler is processed into the tire cord by a special Heat-Treated method. Constant temperature and tension controls are maintained throughout this pre-stretching and by-product gases, fumes, and moisture that harmfully attack Nylon are whisked away by specially controlled exhaust fans. The Cargo Hauler Nylon cord body stays strong, service life is increased, tires can be retreaded more times.

NEW COOLING PROCESS PREVENTS GROOVE CRACKING

Cooling Nylon tires by the same process used in cooling Rayon tires causes shrinkage of the Nylon cord. This Nylon shrinkage puts greater strain in the center of the tread when the tire is inflated, often causing groove cracking and cut growth. Tire life is shortened.

After curing, Miller truck tires are cooled slowly and gradually while under pressure. Nylon shrinkage is greatly reduced.

ALSO AVAILABLE IN RAYON CORD

Cargo Hauler also is available in Super-Strength Rayon for service which does not require the extra strength of Nylon cord. Super-Strength Rayon provides an extraordinarily tough, bruise-resistant cord body.

LONG MILEAGE, SKID RESISTANT

The Cargo Hauler has a broad, level tread which distributes loads over a greater area so the tire wears slowly, more evenly. The free-rolling ribs are especially engineered to resist skids on wet, slippery highways. The tread also is especially compounded of rubber and other wear-resistant materials to assure long, trouble-free mileage.

COOL RUNNING ON LONG HAULS

Cargo Hauler truck tire runs cooler, lasts longer, because of the compact cord body and the especially designed shoulders that bleed off heat. The reinforcements in the shoulders protect the sidewalls from curb scuffs and bumps.

NYLON SHOCK PROTECTORS

For increased protection and longer service, Nylon Shock Protectors are built into the tire between the tread and the cord body of sizes 8.25 x 20 and larger. Consisting of two layers of rubber-coated Nylon cord, the Shock Protectors absorb and distribute damaging bruise impacts over a larger area of the cord body, greatly reducing the possibilities of bruise breaks in rugged service. Again tire life is prolonged.

HIGH TENSILE WIRE BEADS

High tensile wire beads form the strong backbone of the tire. Each bead is fully insulated with fabric and rubber and anchored in the tire to secure maximum safety at the rim. Chafing strips are also built into the bead area for better protection against rim rubbing and for greater strength in the lower sidewalls.

(See reverse side for Sizes, Dimensions, Load and Inflation Data)

MILLER

CARGO HAULER

TRUCK TIRE

SIZES, DIMENSIONS, LOAD AND INFLATION DATA

Size of Tire	Ply Rating	Size of Rim		Inflated Dimensions Inches			Max. Rated Load Lbs.	Inflation Pressure Lbs. Per Sq. In.	Loaded Dimensions Inches			Rev. Per Mile
				Section Width		Over-all Diam.			Loaded Section Width		Static Loaded Radius	
		Pref.	Alt.	Pref.	Alt.				Pref.	Alt.		
7.50-20	10	6.0	5.5	8.55	8.3	37.0	2980	75	8.85	8.6	17.70	559
8.25-20	10	6.5	6.0	9.25	9.0	38.4	3330	70	9.60	9.3	18.40	538
9.00-20	10	7.0	6.5	10.20	10.0	40.1	3960	70	10.55	10.3	19.15	517
10.00-20	12	7.5	7.0	10.90	10.7	41.4	4580	75	11.30	11.0	19.75	501

STOCK NO. 9-8576-MT

PRINTED IN U.S A.

NEW

ECONOMY-PRICED HIGHWAY TRUCK TIRE

MILLER

HI-WAY SERVICE

The choice of exclusive Heat-Treated Nylon or Super-Strength Rayon in the cord body of the Hi-Way Service, plus the low initial cost, makes this new tire a real value. Having proved itself in road tests, over thousands of miles and under all types of conditions, the Hi-Way Service can be counted on for excellent mileage, traction and all 'round performance.

NYLON CORD FOR STRENGTH, RESILIENCY

Because ordinary curing processes rob Nylon cord of its greatest natural strength, the Nylon used in the Hi-Way Service is processed into the tire cord by Miller's special Heat-Treating method. Constant temperature and tension controls are maintained throughout this pre-stretching and by-product gases, fumes, and moisture that harmfully attack Nylon are whisked away by specially controlled exhaust fans. The Hi-Way Service Nylon cord body stays strong, service life is increased, tires can be retreaded more times.

NEW COOLING PROCESS PREVENTS GROOVE CRACKING

Cooling Nylon tires by the same process used in cooling Rayon tires causes shrinkage of the Nylon cord. This Nylon shrinkage puts greater strain in the center of the tread when the tire is inflated, often causing groove cracking and cut growth. Tire life is shortened.

After curing, Miller truck tires are cooled slowly and gradually while under pressure. Nylon shrinkage is greatly reduced.

ALSO AVAILABLE IN RAYON CORD

Hi-Way Service also is available in Super-Strength Rayon for service which does not require the extra strength of Nylon cord tires.

LONG MILEAGE TREAD FIGHTS SKIDS

The new Hi-Way Service has a broad, level tread which distributes loads over a greater area so the tire wears slowly, more evenly. The free-rolling ribs are especially engineered to resist skids on wet, slippery highways.

DESIGNED FOR COOL RUNNING

Hi-Way Service truck tire runs cooler, lasts longer, because of the compact cord body and especially designed shoulders that bleed off heat. The reinforcements in the shoulders protect the sidewalls from curb scuffs and bumps.

HIGH TENSILE WIRE BEADS

High tensile wire beads form the strong backbone of the tire. Each bead is fully insulated with fabric and rubber and anchored in the tire to secure maximum safety at the rim. Chafing strips are also built into the bead area for better protection against rim chafe.

(See reverse side for Sizes, Dimensions, Load and Inflation Data)

MILLER

HI-WAY SERVICE

TRUCK TIRE

SIZES, DIMENSIONS, LOAD AND INFLATION DATA

Size of Tire	Ply Rating	Size of Rim		Inflated Dimensions Inches			Max. Rated Load Lbs.	Inflation Pressure Lbs. Per Sq. In.	Loaded Dimensions Inches			Rev. Per Mile
				Section Width		Over-all Diam.			Loaded Section Width		Static Loaded Radius	
		Pref.	Alt.	Pref.	Alt.				Pref.	Alt.		
6.00-16	6	4.50E	....	6.70	...	29.0	1255	45	6.97	...	13.77	727
6.50-16	6	4.50E	5.50F	7.10	7.5	29.9	1420	45	7.38	7.8	14.20	705
Com. 15 7.00-15	6	5.50F	....	8.00	...	30.4	1605	45	8.32	...	14.44	693
7.00-17	6	5.5	5.0	7.80	7.6	32.7	1740	45	8.10	7.9	15.70	631
7.00-20	8	5.5	5.0	7.80	7.6	35.7	2310	60	8.10	7.9	17.10	579
7.50-16	8	6.00G	5.50F	8.40	8.2	31.8	2140	60	8.74	8.5	15.10	663
7.50-17	8	6.0	5.5	8.55	8.3	34.0	2440	65	8.85	8.6	16.30	607
7.50-20	8	6.0	5.5	8.55	8.3	37.0	2740	65	8.85	8.6	17.70	559

PRINTED IN U.S.A.

STOCK NO. 8-8574-MT

MILLER
DEEP RIB
Extra Tread Depth - Premium Mileage
TRUCK TIRE

AVAILABLE IN BOTH TUBED AND TUBELESS CONSTRUCTION

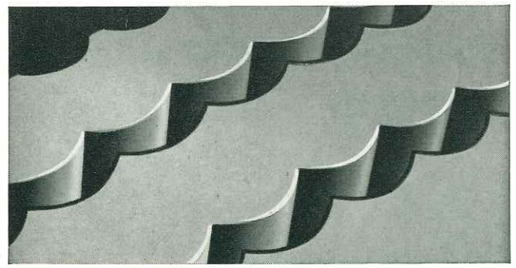
The all-wheel Deep Rib truck tire rolls more freight miles before retreading because the tread is 46% deeper than ordinary highway-type truck tires.

The free rolling tread of the Deep Rib is molded into a flatter, wider contour, contacting the road from shoulder to shoulder. This results in slow, even wear that increases original mileage and gives maximum protection against side slippage.

In tubeless construction, the Deep Rib has a patented Blowout Shield that adds protection against bruise-blowouts and sudden flats. Less assembly, consisting of only a tire and rim, reduces gross weight and allows truckers to haul more money-making legal payloads.

46% Thicker Tread

The Deep Rib gives truckers a tire that results in a lower cost per mile operation because the 46% thicker tread gives far more extra mileage to offset the small premium in original cost. The skid depth of this extra



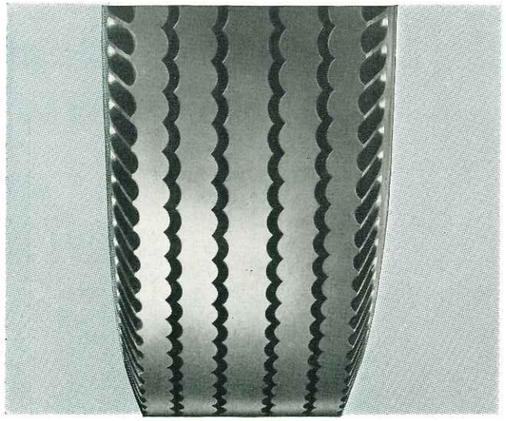
thick tread has been increased to enable the Deep Rib to roll thousands of bonus miles before wearing smooth. When the husky undertread is exposed, it may be retreaded to provide additional thousands of plus miles.

New Armor-Coated Tread reduces tread cracking and cut growth

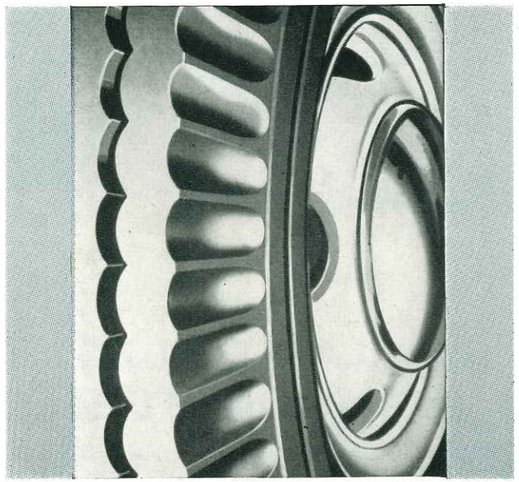
A new principle — the result of years of research — has been applied to the tread of the Deep Rib to increase service life and trouble-free mileage. This special rubber, compounded super-tough to resist cutting and cracking, is placed over the tread surface before the tire is cured. Curing "welds" this compound to the tread permanently. It completely covers the sides and bottom of the grooves, armoring them against cracking and cut growth for the entire life of the tread. Result: Increased tire service life.

Wider Tread, Center Rib slows tread wear, increases tire life

The entire width of the husky tread lies ruler-flat on the highway, hugging and gripping the road surface as the tire rolls, giving s-l-o-w, even wear, plus exceptional protection against sideslipping. The center rib of most truck tires tends to wear faster. To offset this, the center rib of the Deep Rib is wider than any of the other four. This gives better distribution of tread rubber and puts the most rubber where the greatest wear occurs, slowing tread wear and increasing tire life. In the Deep Rib Tubeless, hundreds of Traction-Grippers are molded into the four outside ribs of the tread. When driving on wet pavements these extra biting edges dig through slippery road film and clear away water to give sure traction and safe stops.



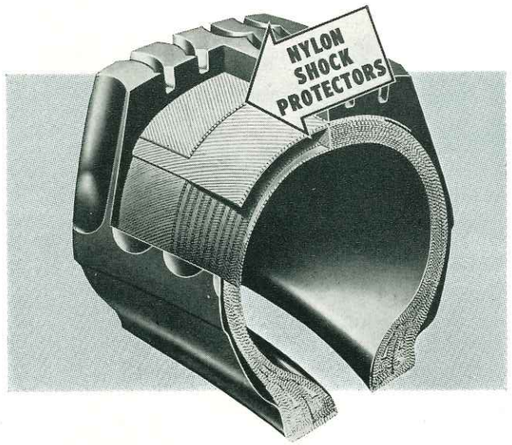
Heat Dissipating Shoulders allow cool running



Fluted shoulder vents, supported by narrow buttresses, enable the Deep Rib to rid itself of excessive heat build-up while traveling at sustained high speeds under heavy loads. Tire runs cool, combating the chief cause of premature failures from ply separation.

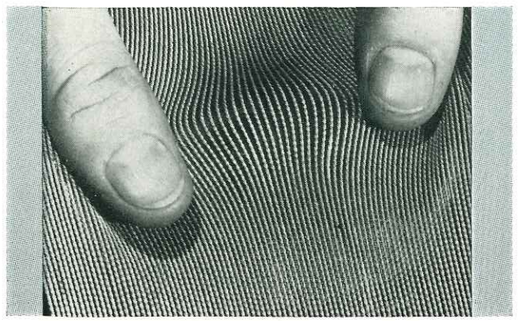
Nylon Shock Protectors

Nylon Shock Protectors are built between the tread and the cord body of both rayon and nylon cord truck tires, 8-ply rating and up. These are two layers of rubber coated Nylon Cord under the tread that absorb



and distribute sharp road impacts and keep damaging blows from shortening tire life. The twin layers of strong, elastic Nylon Cord stand guard between the tread and the tire's vital inner construction.

Free-Flex Cord Construction eliminates shackling cross threads; extends carcass life

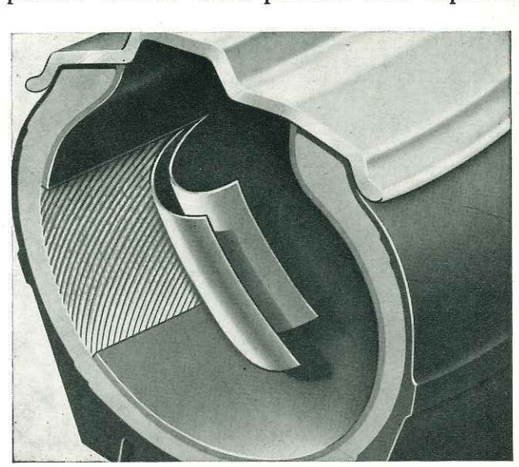


The Deep Rib is built in Free-Flex cord construction. Each rugged ply of the tire is built of hundreds of individual cords laid parallel, without shackling cross threads. Tension is accurately controlled so each cord in every ply carries its fair share of the load.

This new truck tire is also available in either Super-Strength Rayon Cord or Heat-Treated Nylon Cord. Miller, through an exclusive heat-treating process under rigid temperature and tension controls, has improved Nylon Cord to give it even greater strength. This exclusive process retains all of Nylon's natural strength, makes Miller Heat-Treated Nylon the strongest cord fiber normally used for truck tires. Result: Carcass of the tire stays strong — service life is prolonged — more tires can be retreaded.

Deep Rib Tubeless Tire protects against bruise-blowouts and sudden flats

Tubeless construction in this new truck tire permits increased safety by protecting against Bruise-Blowouts and Sudden Flats. Here's how it works: A double layer of tough, butyl rubber — called the Blowout Shield — lines the inside of the rugged tire carcass and is permanently bonded to the sturdy cord body. This patented Blowout Shield performs three important

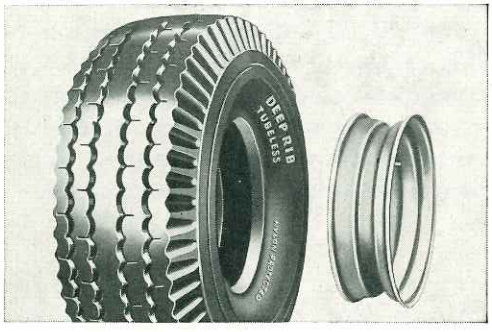


safety functions: 1. It holds the air inside the tire. 2. In case the tire is severely damaged, only a slow leak occurs in the Blowout Shield, thereby eliminating dangerous bruise-blowouts. 3. The liner also grips puncturing objects and loss of air is minimized while the object remains in the tire. The tire gets a slow leak instead of a sudden flat.

Less Weight in tubeless construction means more freight

The entire Deep Rib tubeless wheel assembly, now consisting of only a tire and rim, is lighter than the

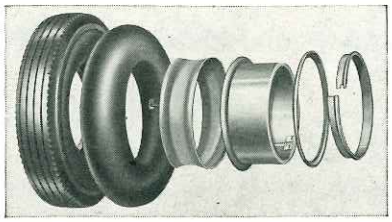
THIS



Tire and Rim

ordinary 6-piece tire and tube assemblies. This less complicated assembly permits truckers to haul bigger legal payloads, reduces inventory problems, and allows easier servicing.

NOT THIS



Tire, Tube, Flap, Rim, Rim Flange, Lock Ring

Tapered Beads of the Deep Rib Tubeless Tire form an air-tight seal

To conform with the new rim designs * the beads of the Deep Rib Tubeless are constructed with a tapered angle. These high tensile wire beads, with the "perfected" taper, are wedged onto the rims by the air pressure in the tire to form an air-tight seal.

*Refer to the RMA Tubeless Tire Manual on the various types of rims, mounting, demounting, and minor repairing.

MILLER Deep Rib Tube-Type Truck Tires

SIZES, DIMENSIONS, LOAD AND INFLATION DATA

Size of Tire	Ply Rating	Size of Rim Pref. / Alt.	INFLATED DIMENSIONS Inches: Over-all Tire Width Pref. / Alt.	INFLATED DIMENSIONS Inches: Over-all Diameter	Max. Rated Load Lbs.	Inflation Pressure Lbs. Per Sq. In.	LOADED DIMENSIONS Inches: Loaded Tire Width Pref.	LOADED DIMENSIONS Inches: Static Radius	Rev. Per Mile
8.25-20	10	6.5 / 6.0	9.25 / 9.05	38.8	3330	70	9.60	18.55	535
9.00-20	10	7.0 / 6.5	10.20 / 10.00	40.8	3960	70	10.55	19.50	509
10.00-20	12	7.5 / 7.0	10.90 / 10.70	42.1	4580	75	11.30	20.15	493
10.00-22	12	7.5 / 7.0	10.90 / 10.70	44.1	4880	75	11.30	21.10	470
11.00-20	12	8.0 / 7.5	11.60 / 11.40	43.4	5150	75	12.00	20.85	476
11.00-22	12	8.0 / 7.5	11.60 / 11.40	45.4	5480	75	12.00	21.80	455

MILLER Deep Rib Tubeless Truck Tires

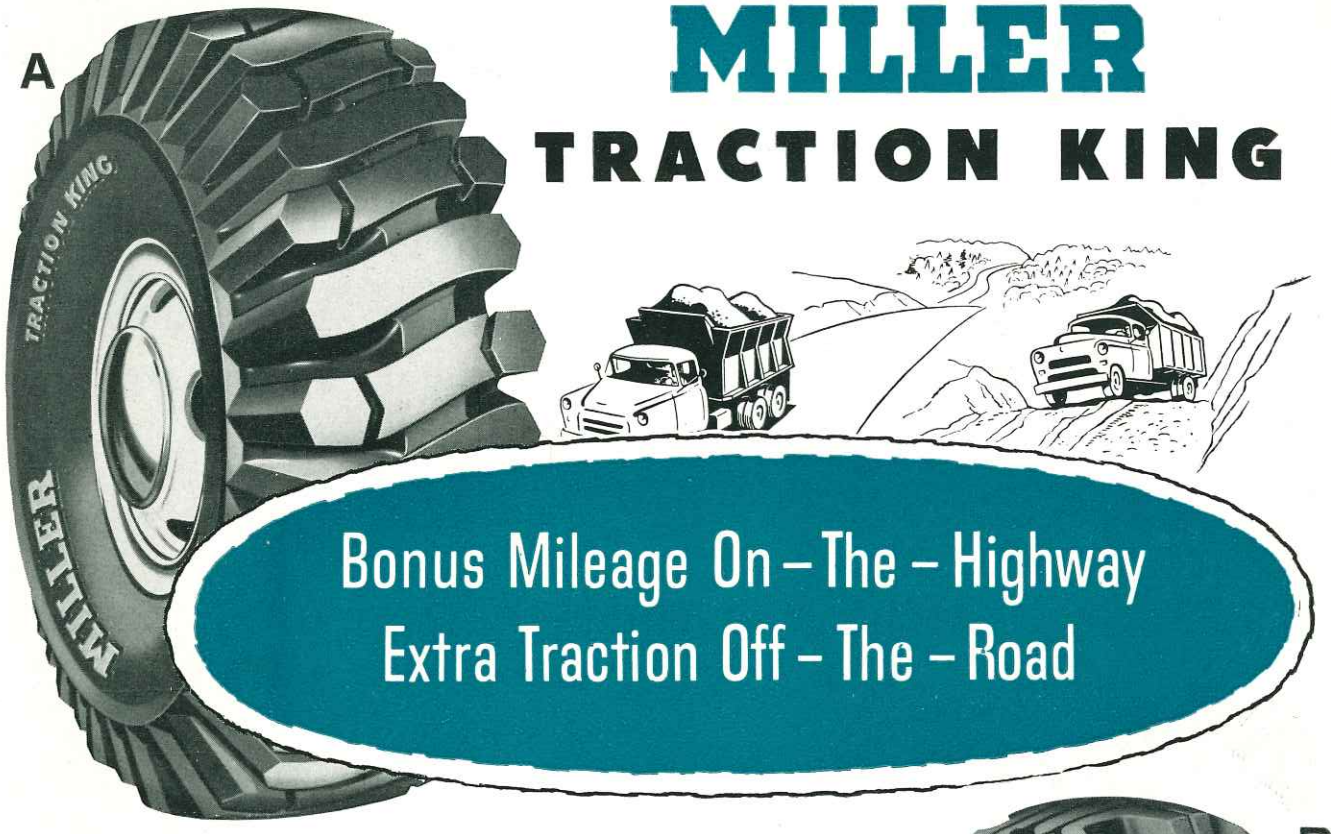
SIZES, DIMENSIONS, LOAD AND INFLATION DATA

Tubeless Tire Size	Tubed Tire with same Rated Load	Ply Rating	Size of Rim	INFLATED DIMENSIONS Inches: Section Width	INFLATED DIMENSIONS Inches: Over-all Dia.	Max. Rated Load Lbs.	Inflation Pressure Lbs. per Sq. In.	LOADED DIMENSIONS Inches: Section Width	LOADED DIMENSIONS Inches: Static Radius	Rev. Per Mile
9-22.5	8.25-20	10	6.00	8.70	38.8	3330	70	9.00	18.40	544
10-22.5	9.00-20	10	6.75	9.75	40.7	3960	70	10.10	19.30	518
11-22.5	10.00-20	12	7.50	10.75	42.1	4580	75	11.15	19.95	502
11-24.5	10.00-22	12	7.50	10.75	44.1	4880	75	11.15	20.90	479

New, Extra Deep Tread Truck Tire

MILLER
TRACTION KING

A



Bonus Mileage On – The – Highway
Extra Traction Off – The – Road

B

Available in both Tubed and Tubeless Construction

The new Traction King truck tire is engineered for truck operators who use their equipment partly on smooth, paved highways or off-the-road, as well as on dirt, gravel or mud roads. Some examples are:

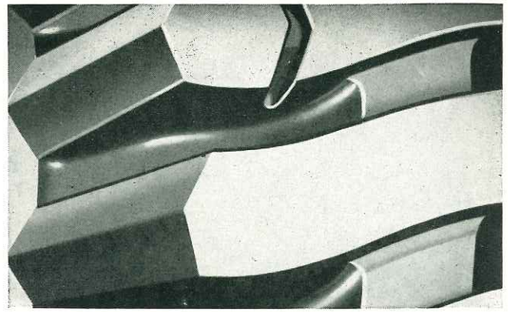
- Sand and Gravel Haulers
- Ready Mix Concrete Truckers
- Coal Haulers
- Dump Truck Operators
- Loggers
- Oil Field Haulers
- Pipe Line Contractors
- Excavating Contractors
- Farmers
- Rural Petroleum Haulers

Tread A furnished in tube-type sizes 7.50-20 and up — tubeless sizes 9-22.5 and up.

Tread B. furnished in 15- and 16-inch tube-type sizes.

WIDER, THICKER TREAD BOOSTS MILEAGE

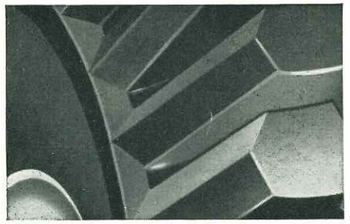
The Traction King has a 60% deeper tread than ordinary highway-type truck tires. This extra deep tread spells greater pulling power plus bonus mileage for truck operators. Thick continuous Riding Bar puts more rubber in the center of the tread where wear is greatest. The Riding Bar is tapered to place more and more rubber in direct contact with the road as tread is worn, thereby slowing tread wear — adding hundreds of miles to tread life.



TREAD DESIGN INCREASES GRIPPING TRACTION

In soft soil, the deep, self-cleaning Lateral Bar tread design with Tapered Lugs digs in and pulls, assuring maximum effective traction. Specially engineered non-directional tread delivers positive traction, both forward and in reverse, while longitudinal slots molded into alternate bars of the tread give increased protection against side-slipping. In 15- and 16-inch sizes, the mud and snow type tread has Twin Traction Bars that dig in and pull both on the highway and off the road.

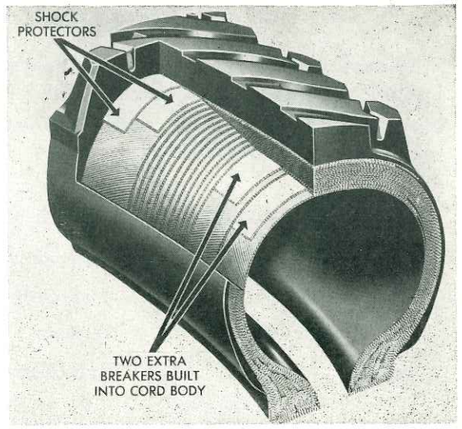
RUGGED SCUFFING BAR PROTECTS AGAINST INJURY FROM JAGGED ROCKS, RUTS AND SNAGS



A rugged scuffing bar, forming the base of the deep, burly, open shoulders, reduces the chance of injury to tire carcass from jagged rocks, ruts, and snags when operating off-the-road, and from curb scuff or other road obstacles. Deep-vented shoulders enable heat to escape easily, allowing the tire to run cool under heavy loads.

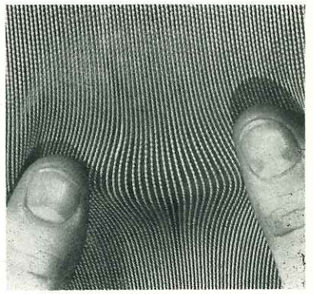
SHOCK PROTECTORS INCREASE BRUISE PROTECTION

Two sets of Shock Protectors are built into Traction King tires, sizes 8.25 and larger, to guard the Super Strength cord body against bruises and breaks caused by sharp impacts. The first set of shock protectors, two layers of tough, rubber coated Nylon, is built into the tire between the tread and rugged cord body. The second set of protectors (in the Traction King tube-type tire only) is buried deep in the tire carcass for extra bruise resistance . . . absorbing and distributing sharp impacts over a large area of the cord body.



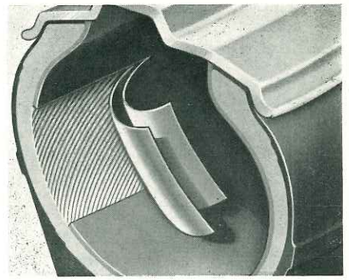
FREE-FLEX CORD CONSTRUCTION IN EITHER NYLON OR RAYON CORD MEANS MORE RETREADS

The Traction King is built in Free-Flex cord construction. Each rugged ply of the tire is built of hundreds of individual cords laid parallel, without shackling cross threads. Tension is accurately controlled so each cord in every ply carries its fair share of the load. This new truck tire is available in either Super-Strength Rayon Cord or Heat-Treated Nylon Cord. Miller, through an exclusive heat-treating process under rigid temperature and tension controls, has improved Nylon Cord to give it even greater strength. This exclusive process retains all of Nylon's natural strength, makes Miller heat-treated Nylon the strongest cord fiber normally used for truck tires. Result: Carcass of the tire stays strong — service life is prolonged — more tires can be retreaded.



IN TUBELESS CONSTRUCTION BLOWOUT SHIELD GUARDS AGAINST BRUISE-BLOWOUTS AND SUDDEN FLATS

Truckers get extra protection against bruise-blowouts and sudden flats in the new Traction King tubeless. A patented double liner of specially compounded rubber, called the Blowout Shield, not only acts as an exceptional air container but also serves as an "extra measure of protection" against bruise-blowouts. In case the tire is severely damaged, only a slow leak results. Also, because the "relaxed" Blowout Shield is a part of the tire itself and is not stretched like a tube, it will not tear or expand when a puncturing object enters the tire. Instead, it tends to grip the object, preventing sudden loss of air.



LIGHTER ASSEMBLY IN TUBELESS CONSTRUCTION ALLOWS MORE PAYLOAD TO BE HAULED

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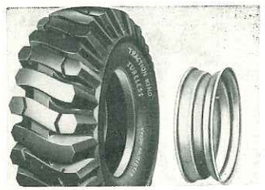

TIRE AND RIM

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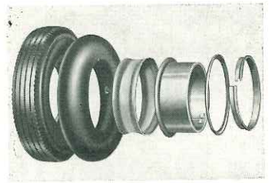


TIRE, TUBE, FLAP, RIM, RIM FLANGE, LOCK RING

The entire tubeless wheel assembly, now consisting of only a tire and rim, is lighter than the ordinary 6-piece tire and tube assemblies. This less complicated assembly permits truckers to haul bigger legal payloads, reduces inventory problems, and allows easier servicing.

TRACTION KING TUBELESS TIRE BEADS FORM AN AIR-TIGHT SEAL

To conform with the new rim designs* the beads of the Traction King Tubeless are constructed with a tapered angle. These high tensile wire beads, with the "perfected" taper, are wedged onto the rim by the air pressure in the tire to form an air-tight seal.

*Refer to the RMA Tubeless Truck Tire Manual on the various types of rims, mounting, demounting and minor repairing.

MILLER Traction King Tube-Type Truck Tires

SIZES, DIMENSIONS, LOAD AND INFLATION DATA

Size of Tire	Ply Rating	INFLATED DIMENSIONS Inches: Size of Rim Pref. / Alt.	Over-all Tire Width Pref. / Alt.	Over-all Diameter	Max. Rated Load Lbs.	Inflation Pressure Lbs. Per Sq. In.	LOAD DIMENSIONS Inches: Loaded Tire Width Pref. / Alt.	Static Radius	Rev. Per Mile
† 6.00-16	6	4.00E / 4.50E	6.20 / 6.40	28.6 / 28.6	1255	45	6.60 / 6.80	13.55 / 13.50	735
† 6.50-16	6	4.50E	6.80	29.4	1420	45	7.20	13.80	730
† 7.00-16	6	5.50F	7.60	30.4	1580	45	8.10	14.20	700
†6.50/6.70-15	6	4.50E	6.70	28.4	1350	45	7.30	13.30	748
† 7.00-15	6	5.50F	7.60	29.5	1520	45	8.10	13.70	725
† 7.50-16	8	6.00G	8.20	31.5	2140	60	8.40	14.70	675
* 7.00-17	8	5.5 / 5.0	7.7 / 7.5	32.5	2060	60	8.00	14.9	665
* 7.00-20	10	5.5 / 5.0	7.7 / 7.5	35.5	2630	75	8.00	16.4	605
* 7.50-17	8	6.0 / 5.5	8.2 / 8.0	32.7	2440	65	8.50	15.9	623
7.50-20	10	6.0 / 5.5	8.55 / 8.35	37.5	2980	80	8.85	17.80	557
8.25-20	10	6.5 / 6.0	9.25 / 9.05	39.0	3330	70	9.60	18.50	536
8.25-20	12	6.5 / 6.0	9.25 / 9.05	39.0	3600	80	9.60	18.50	536
9.00-20	10	7.0 / 6.5	10.20 / 10.00	40.7	3960	70	10.55	19.30	514
9.00-20	12	7.0 / 6.5	10.20 / 10.00	40.7	4280	80	10.55	19.30	514
10.00-20	12	7.5 / 7.0	10.90 / 10.70	42.0	4580	75	11.30	19.95	497
10.00-20	14	7.5 / 7.0	10.90 / 10.70	42.0	4930	85	11.30	19.95	497
11.00-20	12	8.0 / 7.5	11.60 / 11.40	43.3	5150	75	12.00	20.55	483
11.00-20	14	8.0 / 7.5	11.60 / 11.40	43.3	5540	85	12.00	20.55	483
10.00-22	12	7.5 / 7.0	10.90 / 10.70	44.0	4880	75	11.30	20.90	474

†Furnished in tread design B. *Furnished in All Service tread design. All other sizes furnished in tread design A.

MILLER Traction King Tubeless Truck Tires

SIZES, DIMENSIONS, LOAD AND INFLATION DATA

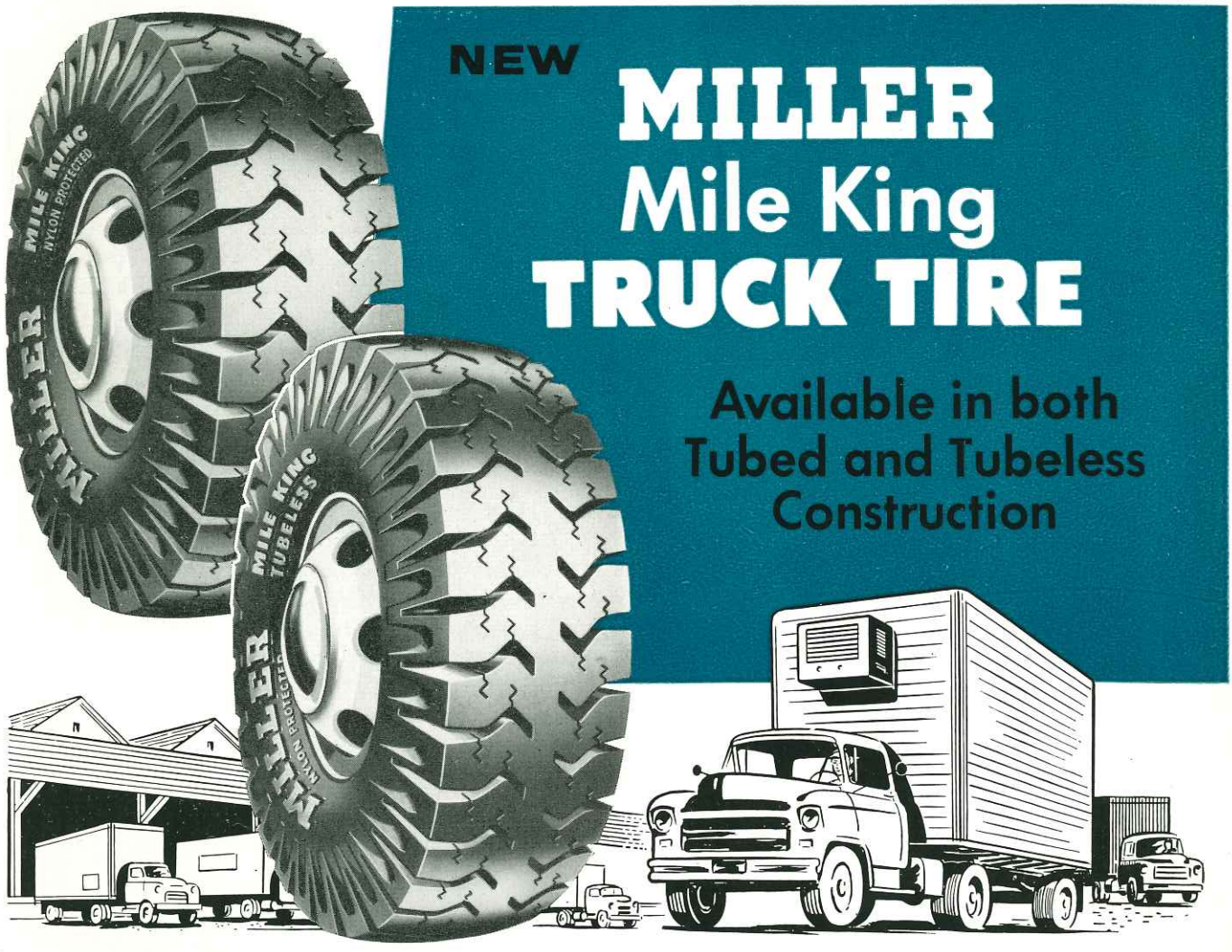
Tubeless Tire Size	Tubed Tire with same Rated Load	Ply Rating	Size of Rim	Inflated Dimensions Inches: Section Width	Over-all Dia.	Max. Rated Load Lbs.	Inflation Pressure Lbs. per Sq. In.	Loaded Dimensions Inches: Section Width	Static Radius	Rev. Per Mile
9-22.5	8.25-20	10	6.00	8.70	38.9	3300	70	9.00	18.40	544
10-22.5	9.00-20	10	6.75	9.75	40.7	3960	70	10.10	19.25	520
11-22.5	10.00-20	12	7.50	10.75	42.1	4580	75	11.15	19.90	503

Tubeless sizes furnished in tread design A.

Stock No. 7-8492-MT

KING OF TRUCK TIRES

Best Drive-Wheel Tire Made - Its Extra Deep Tread Wears Longer



The new Miller Mile King Truck Tire gives truckers and extra deep tread, extra traction tire for drive wheels. This tire pays off with many thousand more original miles plus extra retreads. Result: lower cost per mile — the only basis of true truck tire economy.

Especially compounded tread is 45% deeper than the average conventional highway-type tire.

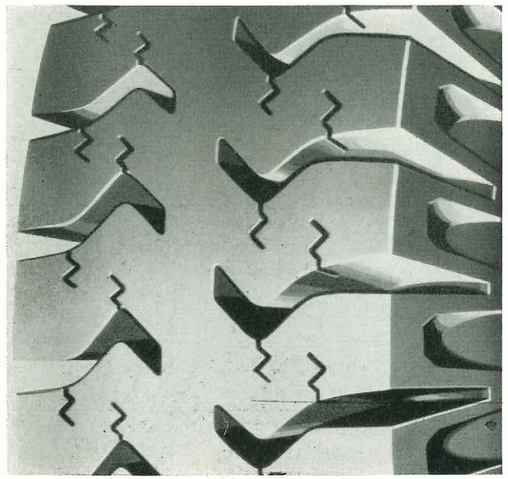
Revolutionary lateral tread design *plus* the addition of hundreds of new Safety-Slots in the tread spells road hugging traction in all types of weather.

Tapered center bar in the tread puts more rubber where wear is the greatest. Tread wear is slower and more even.

In tubeless construction the Mile King truck tire protects against dangerous bruise-blowouts and sudden flats. Less assembly, now consisting of only a tire and rim, reduces gross weight and allows truckers to haul more money-making legal payloads.

Lateral Tread Design with New Safety-Slots adds positive-traction, reduces scuffwear

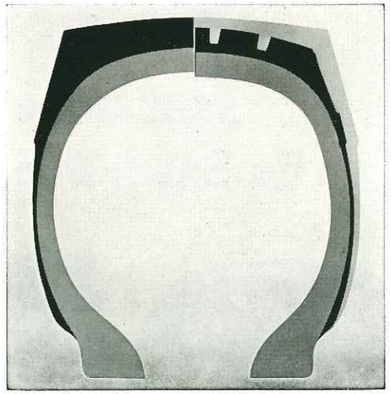
One of the chief advantages the Mile King holds over ordinary highway-type truck tires is its revolutionary tread design. The tread has lateral or cross bars which are far enough apart to provide positive traction, forward or in reverse, but close enough to reduce scuff wear. The addition of hundreds of Safety-Slots to this sturdy tread ends dangerous side-slipping.



Tread grooves are tapered so stones are thrown out as the tire rolls. Because of the lateral bars and grooves in the Mile King, crack or cut growth is virtually eliminated. In a tire with circumferential grooves, cracks and cuts grow from the side-way flexing and scuffing of the tread ribs. With the lateral bars, the tread is stabilized and there is practically no lateral scuffing while rolling under load. Life of the tread is lengthened by thousands of miles.

45% Deeper Tread increases mileage, runs cooler at high speeds

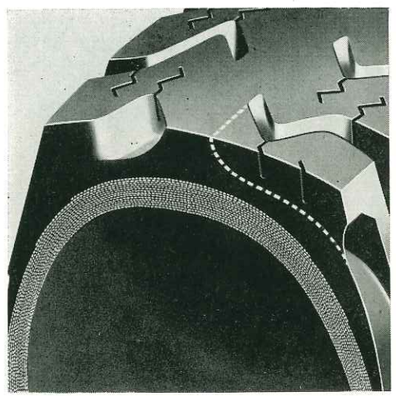
The tread of the Mile King is approximately 45% deeper than the average conventional highway-type truck tire. This means extra miles at less cost per mile. The tread rubber is especially compounded to resist



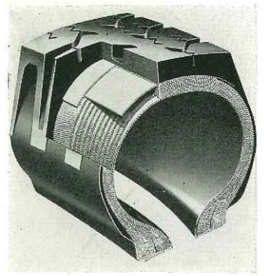
wear and at the same time run cool. This special compound, plus the open shoulders and well-ventilated tread, allows the tire to run at sustained high speeds under heavy loads with minimum danger of failure due to heat. Because of this cool running, ply and tread separation is virtually ended.

Tapered Center Bar allows more even, slower tread wear

The center bar of the Mile King tread is tapered, becoming larger at the base. As the tire wears, the center bar becomes wider. More rubber comes into contact with the road in the center of the tire where wear normally is the greatest. The pyramid shape of the bar helps stabilize the center portion of the tread. These two factors combine to produce more even wear, slower wear — more mileage.

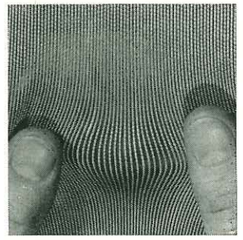


Nylon Shock Protectors guard against cord bruises and breaks



Nylon Shock Protectors are layers of elastic Nylon built into the tire between the long lasting tread and the tough cord body. They absorb bumps and road shocks and distribute them over a greater area of the cord body, minimizing the chances of bruises and breaks.

Free-Flex Cord Construction eliminates shackling cross threads; extends carcass life

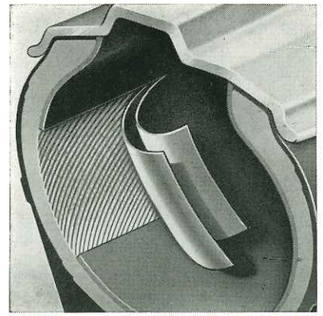


The Mile King is built in Free-Flex cord construction. Each rugged ply of the tire is built of hundreds of individual cords laid parallel, without shackling cross threads. Tension is accurately controlled so each cord in every ply carries its fair share of the load. Cords retain their strength longer, extend carcass life and permit more retreads.

This new truck tire is available in Heat-Treated Nylon Cord. Miller, through an exclusive heat-treating process under rigid temperature and tension controls, has improved Nylon Cord to give it even greater strength. This exclusive process retains more of Nylon's natural strength, makes Miller Heat-Treated Nylon the strongest cord fiber normally used for truck tires. Result: carcass of the tire stays strong — service life is prolonged — more tires can be retreaded more times.

Mile King Tubeless Tire guards against Bruise-Blowouts and Sudden Flats

A double liner of specially compounded rubber — called the Blowout Shield — has been engineered into the Mile King Tubeless Tire. This Blowout Shield serves a triple purpose: First, it holds the air inside the tire. Second, it eliminates dangerous bruise-blowouts. In case the tire is severely damaged, only a slow leak results. Third, this liner will grip puncturing objects and loss of air is minimized while the object remains in the tire. The tire develops a slow leak in-



stead of a sudden flat. Usually, the driver will have plenty of time to reach a service area where the tire can be repaired, avoiding the inconvenience and danger of changing tires on the road.

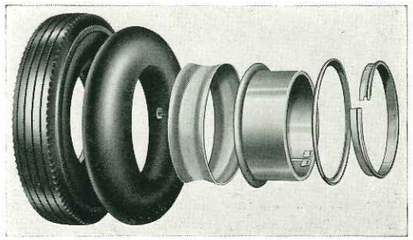
Less Weight with tubeless construction means more freight

The entire tubeless wheel assembly, now consisting of only a tire and rim, is a lighter unit that reduces gross weight. This allows truckers to haul more money-making legal payloads. Less inventory problems and easier servicing also result from the new two-piece tubeless wheel assembly.

THIS

TIRE and RIM

NOT THIS



TIRE • TUBE • FLAP • RIM • RIM FLANGE • LOCK RING

Tapered Beads in the Mile King Tubeless form an air-tight seal

To conform with the new rim designs* the beads of the Mile King Tubeless are constructed with the proper taper to fit the rims. These high tensile beads, with the "perfected" taper, are wedged onto the rims by the air pressure in the tire to form an air-tight seal.

*Refer to the Rubber Manufacturers Association Tubeless Truck Tire Manual on the various types of rims, mounting, demounting and minor repairing.

MILLER Mile King Tube-Type Truck Tires

SIZES, DIMENSIONS, LOAD AND INFLATION DATA

Size of Tire	Ply Rating	Size of Rim	Inflated Dimensions Inches		Max. Rated Load Lbs.	Inflation Pressure Lbs. per Sq. Inch	Loaded Dimensions Inches		Rev. Per Mile
			Over-all Tire Width	Over-all Diameter			Tire Width	Static Radius	
8.25-20	10	6.5	9.25	39.15	3330	70	9.60	18.78	529
9.00-20	10	7.0	10.20	40.84	3960	70	10.55	19.62	506
10.00-20	12	7.5	10.90	42.18	4580	75	11.30	20.24	490
10.00-22	12	7.5	10.90	44.18	4880	75	11.30	21.19	469
11.00-20	12	8.0	11.60	43.36	5150	75	12.00	20.83	477
11.00-22	12	8.0	11.60	45.36	5480	75	12.00	21.78	456

MILLER Mile King Tubeless Truck Tires

SIZES, DIMENSIONS, LOAD AND INFLATION DATA

Size of Tire	Tubed Tire With Same Rated Load	Ply Rating	Size of Rim	Inflated Dimensions Inches		Max. Rated Load Lbs.	Inflation Pressure Lbs. per Sq. Inch	Loaded Dimensions Inches		Rev. Per Mile
				Over-all Tire Width	Over-all Diameter			Tire Width	Static Radius	
9-22.5	8.25-20	10	6.0	8.70	38.94	3330	70	9.00	18.47	538
10-22.5	9.00-20	10	6.75	9.75	40.74	3960	70	10.00	19.32	514
11-22.5	10.00-20	12	7.5	10.75	42.18	4580	75	11.15	19.99	497
11-24.5	10.00-22	12	7.5	10.75	44.18	4880	75	11.15	20.94	475

Stock No 9-8590-MT

Printed in U.S.A.

Sure TRACTION — Rugged ENDURANCE

MILLER

OFF-THE-ROAD TRUCK TIRES

The Off-the-Road tire is specially designed and constructed to give sure traction, long life and outstanding performance in grueling, low speed service. These tires are particularly popular in quarry operations, logging, strip mining, dirt moving, etc. — wherever rocky and rough terrain is encountered.

Sure-Footed Traction Extra Tough Tread

Gear-like tread bars — deep and heavily reinforced — dig in and take hold in soft soil and roll freely on hard ground.

Directional grooves and flexible bars spring dirt free as the tire rotates. Tread is kept clean for maximum traction all the time.

Protected Cord Body

Body of tire is built entirely of Free-Flex rayon cord for greater strength. Free-Flex cords, free from shackling cross threads, carry fair share of load. Cords retain strength longer. Less heat is generated so tire runs cooler under heavy loads.

Four Nylon Shock Protectors are built into all Off-the-Road tires, size 11.00 and larger, for greater protection of the tough rayon cord body. Two Shock Protectors are used in tires smaller than 11.00. Layers of special heavy cushion rubber plus the Nylon Shock Protectors give peak protection against shocks and sharp impacts. The tire gives more hours of service before recapping — can be recapped more times.

Double Beads

Twin beads of high tensile wire solidly anchored in tire increase strength in rim area.

(A)

(B)

Fortified Sidewalls

Rugged shoulders are extra thick to make tire stronger — withstand flexing under heavy loads. Both sidewalls and tread specially compounded to resist snagging, cutting and tearing.

AVAILABLE IN THESE SIZES

Size	Ply Rating
9.00-20	12
10.00-20	14
11.00-24	14
12.00-24	16
13.00-24	8
13.00-24	10
13.00-24	12
13.00-24	18
14.00-24	20
16.00-24	20, 24, 28
16.00-25	20, 24, 28
18.00-24	20, 24, 28
18.00-25	20, 24, 28
*21.00-24	20, 24, 28
*21.00-25	20 and 24

*Supplied in Design B. All other sizes in Design A.

(Turn Page for Dimensions, Load-Inflation Data)

Extra Protected for Heavy Loads, Tough Hauls

Off-the-Road Tire

DIMENSION, LOAD AND INFLATION DATA

MAXIMUM SPEED 30 MILES PER HOUR

Size of Tire	Ply Rating	Recommended Size of Rim	Recommended Inflation	Maximum Load	Inflated Diameter	Loaded Dimensions Inches	
						Section Width	Loaded Height Axle to Road
9.00-20	12	7.00	65	4330	40.65	10.90	19.15
10.00-20	14	7.50	70	5030	42.20	11.55	19.80
11.00-24	14	8.00	65	6030	48.06	12.40	22.55
12.00-24	16	8.50	70	7140	49.10	13.05	23.10
13.00-24	18	9.00	70	8410	51.15	14.45	24.30
14.00-24	20	10.00	75	10,280	53.15	15.50	24.75
16.00-24	20	11.25	60	11,820	58.10	18.10	27.35
16.00-24	24	11.25	70	12,950	58.10	18.10	27.00
16.00-25	20	11.25	60	11,820	58.10	18.10	27.35
16.00-25	24	11.25	70	12,950	58.10	18.10	27.00
18.00-24	20	13.00	50	13,800	63.35	21.30	29.20
18.00-24	24	13.00	60	15,360	63.35	21.30	29.35
18.00-25	20	13.00	50	13,800	63.35	21.30	29.20
18.00-25	24	13.00	60	15,360	63.35	21.30	29.35
21.00-24	20	15.00	40	15,490	69.20	24.10	31.40
21.00-24	24	15.00	50	17,630	69.20	24.10	31.65
21.00-25	20	15.00	40	15,490	69.20	24.10	31.40
21.00-25	24	15.00	50	17,630	69.20	24.10	31.65

Increases MILEAGE — PROTECTS Tire

MILLER

TRUCK and BUS TUBE

The Miller truck tube is a heavy duty tube compounded to give extra long service under the grueling conditions generally present in truck and bus operations.

Holds Air Longer

Miller tubes are compounded of specially developed rubber to retain air longer. Since less air escapes through the tube wall proper air pressures are maintained — tires have to be checked less often. Proper inflation also means longer tire mileage.

Long Lasting

Miller tubes are longer lasting because they are manufactured of tough, durable rubber. They resist heat and chafing which cause ordinary tubes to lose their air retaining qualities. Special construction features allow these tubes to resist chafing, caused by rust, in the area where bead contacts rim. These rugged tubes also are more resistant to splits and tears, reducing the dangers of punctures.

The valve fitting is heavily reinforced to resist tearing in cases of underinflation or flat tires.

Full-Molded

Miller tubes are full-molded — constructed to fit tire casing without excessive stretching or buckling. Undue stretching weakens tube; reduces its qualities to hold air. Oversize causes buckling or wrinkling which increases chafing and quickens tube failure.

Perfect fit means Miller tubes perform better; last longer in service.

IMPORTANT

Never put a worn tube in a new truck tire. Every new tire represents a substantial business investment and deserves a new tube to protect its service life — a new Miller tube to insure good performance and peak mileage.

Old tubes become stretched and worn in service. They just do not hold air like new tubes. Worn, stretched tubes also are more likely to chafe and go flat — ruining a new tire.

For Heavy Duty Service in All Truck Operations

All New MILLER FARM SERVICE DEEP CLEAT

57

Put More "MUSCLE" in Your Tractor Drawbar Pull with new...

MILLER

FARM SERVICE DEEP CLEAT REAR TRACTOR TIRES

Now! A rear tractor tire with DEEPER cleats and increased shoulder depth that can positively give the one factor sought most in farm tractor tires: T-R-A-C-T-I-O-N!

23% DEEPER CLEATS

Cleats are 23% deeper along the center of the tread than former Miller rear tractor tires. The deeper cleat permits greater soil penetration, increased pulling power and extended service in the field. Burly cleats are scientifically curved and tapered with sharp leading edges that slice through rugged soil, delivering positive traction. Specially angled cleats are designed for maximum stabilization.

SELF-CLEANING, OPEN CENTER TREAD

Deep, wide channels between cleats extending from the open center tread to the deep shoulder openings, allow maximum self-cleaning consistent with maximum traction as the tire bites, rolls and flexes. The flexing action cleans the tire, allowing full traction, faster work. No pockets to trap packed mud — dirt is sprung free. Overlapping center bars function as a riding bar in the staggered cleat design providing a smooth, even ride. The over-all tread pattern is wider, giving increased traction. Wide section width provides maximum flotation in all kinds of soil.

INCREASED SHOULDER DEPTH

New, flared shoulders, 17% deeper than former Miller rear tractor tires, now provide a firmer grip and continuous traction in all types of soil. Hefty shoulders are buttressed to rugged buffing bar where they distribute shoulder stress and shock throughout the tire sidewall. Buffing bar guards against cuts and snags.

New Rear Tractor Tire Can SAVE TIME · MONEY · WORK

SUPER-STRENGTH CORD BODY

Rear tractor tire plies are built with Super-Strength cord to resist bruising and lengthen tire life. Super-Strength cord body gives sturdier tread foundation. Carcass is built in Free-Flex cord construction. Each cord is laid parallel without the use of shackling cross threads — floats free in live rubber. Cord body is stronger, retains its strength longer.

HIGH TENSILE STEEL BEADS

High-tensile steel beads tied into tire body by each ply insure strong backbone for tire, give firmer seat on rim.

GUM LINING

Special gum lining resists chafing of air or water-filled inner tube against tire carcass—lengthens carcass life and keeps plies moisture-free and healthy for safe retreading.

DEEP CLEAT REAR TRACTOR TIRE SIZES & DATA

Size	Ply	Rim Size	INFLATED DIMENSIONS Inches		LOADED DIMENSIONS Inches			
			Section Width	Over-all Diameter	Maximum Rated Load	Maximum Inflated Pressure	Loaded Section Width	Static Loaded Radius
8-24	4	W-7	8.3	39.0	1370	22	9.0	17.9
9-24	4	W-8	9.5	41.1	1535	18	10.5	18.8
9-32	4	W-8	9.5	49.1	1750	18	10.5	22.7
10-24	4	W-9	10.7	43.3	1735	16	11.5	19.6
10-28	4	W-9	10.7	47.3	1860	16	11.5	21.8
10/11.2-36	4	W-9	10.7	55.3	2100	16	11.9	25.8
10/11.2-36	4	W-10	11.3	55.2	2100	16	12.3	25.9
10-38	4	W-9	10.8	57.3	2155	16	11.5	26.7
11-28	4	W-10	12.0	49.4	2070	14	13.0	22.5
11/12.4-36	4	W-10	11.9	57.4	2320	14	13.2	26.4
11/12.4-36	4	W-11	12.5	57.2	2320	14	13.6	26.6
11/12.4-38	4	W-10	12.0	59.4	2390	14	13.2	27.3
11/12.4-38	4	W-11	12.6	59.2	2390	14	13.6	27.6
11/12.4-38	6	W-10	12.0	59.4	3110	22	13.2	27.3
11/12.4-38	6	W-11	12.6	59.2	3110	22	13.6	27.6
12-28	4	DW-11	13.2	51.5	2430	14	14.3	23.4
12/13.6-38	4	DW-11	13.2	61.6	2810	14	14.5	28.2
12/13.6-38	4	DW-12	13.8	61.3	2810	14	14.8	28.4
12/13.6-38	6	DW-11	13.2	61.6	3470	20	14.5	28.2
12/13.6-38	6	DW-12	13.8	61.3	3470	20	14.8	28.4
13-24	4	DW-12	14.6	49.8	2470	12	15.9	22.1
13-28	4	DW-12	14.6	53.8	2630	12	15.8	23.9
13-38	6	DW-12	14.6	63.9	3860	18	16.0	29.0
14-30	6	DW-12	15.6	58.3	3920	16	17.3	25.9
14-34	6	DW-12	15.6	62.4	4170	16	17.2	27.9
15-30	6	DW-14	17.6	61.2	4650	16	19.6	27.1
15-34*	6	DW-14	17.6	65.0	4940	16	19.8	29.3

*Data on 15-34 estimated.

MILLER

TRACTOR AND IMPLEMENT TUBES

These tough, heavy duty tubes are engineered to meet the rugged requirements for tractors and implements. Special compounding makes them resistant to chemical action of calcium chloride solution or water in liquid weighting. The special two-piece valve (standard on Miller rear tractor wheel tubes) has removable core housing which speeds liquid weighting or liquid removal by greatly increasing the flow of liquid. This plus feature makes liquid weighting easy.

Stock No. 8-8535-MT

Easy Steering, Skid Resistant
FRONT TRACTOR TIRES

MILLER FARM SERVICE

Farm Service front tractor tire is designed for general farming. Center rib for easy steering; double ribs prevent side slip — prolong tread life.

FARM SERVICE SIZES AND TIRE DATA

Tire Size	Ply Rating	Size of Rim	Inflated Dimensions Inches		Max. Recom. Load Lbs.	Infl. Press. Lbs. Per Sq. In.	Loaded Dimensions Inches	
			Section Width	Over-all Diameter			Loaded Section Width	Static Loaded Radius
4.00-15	4	3.00D	4.4	24.3	620	44	4.7	11.5
4.00-19	4	3.00D	4.4	28.6	750	44	4.9	13.5
5.00-15	4	3.00D	5.1	25.3	755	36	5.4	11.8
5.50-16	4	4.00E	5.9	27.8	860	32	6.2	13.0
5.50-16	6	4.00E	5.9	27.8	1090	48	6.2	13.0
6.00-16	4	4.00E	6.3	29.3	915	28	6.7	13.6
6.00-16	6	4.00E	6.3	29.3	1200	44	6.7	13.6
7.50-18	6	5.50F	8.0	34.6	1700	36	8.6	15.9

Maximum speed 20 M.P.H.

MILLER FARM SERVICE SINGLE RIB

Single Rib front tractor tire steers easily because single rib acts as a rudder. Tractor turns safely and evenly, saving crops from damage. Special scuffing bar protects the shoulder from snags and rut wear.

FARM SERVICE SINGLE RIB SIZES AND TIRE DATA

Tire Size	Ply Rating	Size of Rim	Inflated Dimensions Inches		Max. Recom. Load Lbs.	Infl. Press. Lbs. Per Sq. In.	Loaded Dimensions Inches	
			Section Width	Over-all Diameter			Loaded Section Width	Static Loaded Radius
4-19	4	3.00D	4.5	28.7	750	44	4.9	13.5
5.50-16	4	4.00E	5.9	28.4	860	32	6.2	13.3
6.00-16	4	4.00E	6.3	29.9	915	28	6.7	14.0

Maximum speed 20 M.P.H.

MILLER FARM SERVICE CONTOUR

Farm Service Contour front tractor tire is ideal for either general or Lister ridge farming because it is reversible. When used in general farming, tire is mounted on the wheel with the large diameter placed inside. When used in Lister ridge farming, the high side of the tire is placed outward.

FARM SERVICE CONTOUR SIZES AND TIRE DATA

Tire Size	Ply Rating	Size of Rim	Inflated Dimensions Inches		Max. Recom. Load Lbs.	Infl. Press. Lbs. Per Sq. In.	Loaded Dimensions Inches	
			Section Width	Over-all Diameter			Loaded Section Width	Static Loaded Radius
5.50-16	4	4.00E	5.1	28.0	860	32	6.2	13.0
6.00-16	4	4.00E	6.3	29.4	915	28	6.7	13.6

Maximum speed 20 M.P.H.

Long Wear on Free Rolling Wheels

MILLER FARM IMPLEMENT TIRES

Grooved design reduces both rolling resistance and side slippage. Tire cushions load, equipment, and operator. Extra thick tread assures long life and trouble-free service. Ideal for binders, combines, ensilage cutters, grain drills, hay balers, mowers, wagons, spreaders, threshers, and other equipment with free-rolling wheels.

FARM IMPLEMENT SIZES AND TIRE DATA

Tire Size	Ply Rating	Size of Rim	Inflated Dimensions Inches		Max. Recom. Load Lbs.	Infl. Press. Lbs. Per Sq. In.	Loaded Dimensions Inches	
			Section Width	Over-all Diameter			Loaded Section Width	Static Loaded Radius
4.00-9	4	3.00D	4.4	17.7	540	40	4.8	8.2
4.00-12	4	3.00D	4.4	20.6	675	40	4.8	9.6
5.50-16	4	4.00E	5.9	26.9	1060	28	6.4	12.3
6.00-16	4	4.00E	6.3	28.2	1130	24	7.0	12.9
6.00-16	6	4.00E	6.3	28.2	1520	40	7.0	12.9
6.50-16	6	4.50E	6.8	28.8	1640	36	7.6	13.2

Maximum speed 20 M.P.H

Extra Traction for Cane Field Service

MILLER HI-CLEAT SPECIAL SERVICE CANEFIELD TIRES

The Hi-Cleat Special Service Canefield rear tractor tire was developed to meet the special requirements of cane field work. Extra sharp, extra deep, massive cleats provide maximum traction in wet, muddy soil.

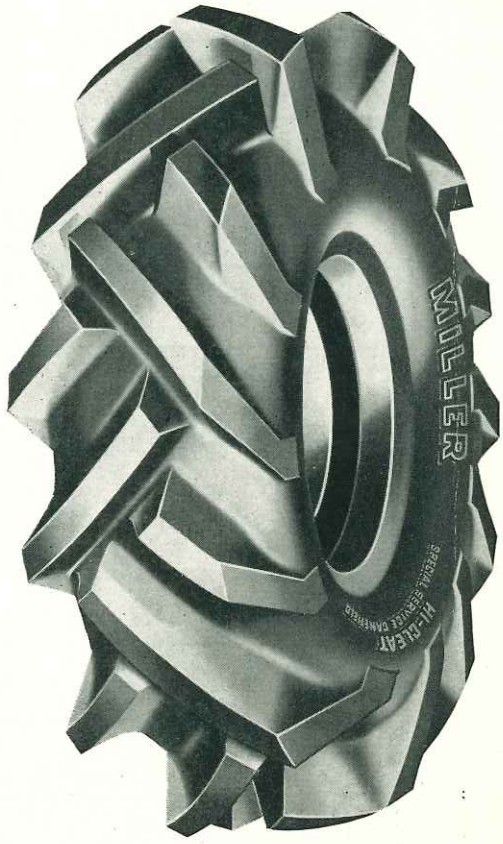
FOR SPECIAL SEASONAL OPERATIONS

Canefields are ideal for early spring work or in river bottoms where wet ground will not permit tractors equipped with regular tires to operate.

BUILT WITH EXTRA TRACTION FEATURES

The Hi-Cleat Special Service Canefield tire is built with all the outstanding features of the conventional Farm Service rear tractor tire including:

1. Open Center Flex-Action Tread springs mud and dirt free as it rolls for a cleaner, surer bite.
2. Dual-Action Bars work as a team to provide full traction.
3. Massive Hi-Cleats are extra sharp, extra deep for maximum traction.
4. High, extra-rugged shoulders distribute shoulder stress and shock throughout tire.



HI-CLEAT SPECIAL SERVICE CANEFIELD SIZES AND TIRE DATA

Tire Size	Ply Rating	Size of Rim	Inflated Dimensions Inches		Max. Recom. Load Lbs.	Infl. Press. Lbs. Per Sq. In.	Loaded Dimensions Inches	
			Section Width	Over-all Diameter			Loaded Section Width	Static Loaded Radius
11-28	6	W-10	11.7	50.9	2695	22	12.3	23.9
11-38	6	DW-10	11.9	60.6	3110	22	13.1	28.2
12-38	6	DW-11	13.1	62.7	3470	20	14.5	29.2

Maximum speed 20 M.P.H.

Stock No. 7-8496-MT Printed in U.S.A

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